

Fallowfield Retail Park, Birchfields Rd, Manchester M14 6FS

Planning & Retail Statement for
Lidl Great Britain Limited

March 2024
Our Ref: 20-00934



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Quality Assurance

This report has been prepared within the quality system operated at Rapleys LLP according to British Standard ISO 9001:2015.

We confirm that the undersigned is an appropriately qualified and experienced Chartered Planner experienced in the commercial property sector.

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1 INTRODUCTION

- 1.1 This Planning and Retail Statement has been prepared by Rapleys LLP (Rapleys), on behalf of Lidl Great Britain Limited (Lidl), and is submitted in support of a full planning application for the erection of a new Lidl foodstore (Use Class E) and 2no. retail units (sui generis) with associated car parking and landscaping at Fallowfield Retail Park, Birchfield Road, Manchester. A Site Location Plan is attached at **Appendix 1**.
- 1.2 This application seeks full planning permission for the erection of a new Lidl foodstore (Use Class E) comprising 2,238 sq.m Gross Internal Area (GIA) with a net sales area of 1,518 sq.m; 102 car parking spaces (including 6 disabled spaces, 9 Parent & Child spaces, 2 electric vehicle charging (EVC) spaces); and a trolley bay located adjacent to the store entrance. The proposal also includes a 2no. new sub-let units to replace the existing Unit 4 within the Retail Park, and each of these will have a GIA of 95 sq.m.
- 1.3 This Statement addresses the planning and retail issues affecting the site through the consideration and assessment of the proposal against key national and local planning policies and material considerations. It also provides evidence of the unique nature of the Lidl discount operations and their complementary role to mainstream convenience retailers, by identifying relevant appeal decisions where this has been demonstrated.
- 1.4 This Statement should be read in conjunction with the following accompanying documents submitted as part of this planning application in support of the development proposals, namely:

Documents	Prepared by
Application Drawings	SMR Architects
Design & Access Statement	Rapleys
Statement of Community Involvement	Rapleys
Transport Assessment and Travel Plan	SCP
Flood Risk Assessment and Drainage Strategy	SCP
Noise Impact Assessment	Miller Goodall
Air Quality Assessment	Miller Goodall
Ecological Impact Assessment	Enzygo
Landscape Plan	FDA
Tree Survey	AWA
Energy Statement	DDA
Lighting Plan	Signify
Crime Impact Statement	GMP
Phase 1 and Phase 2	Remada

- 1.5 The submission documents conclude that the proposed development is acceptable and should be supported in planning terms. Therefore, planning permission should be forthcoming.
- 1.6 Against this background, the context of this Statement has been set out as follows:
1. Introduction;
 2. Site and Surroundings;
 3. Pre-application Consultation;
 4. Application Background & Proposed Development;
 5. The Lidl Operation;
 6. Planning Policy Context;
 7. Sequential Site Assessment;
 8. Town Centre Health Overview;
 9. Retail Impact Assessment;

10. Planning Assessment; and
11. Summary and Conclusions.

2 SITE AND SURROUNDINGS

THE SITE

- 2.1 The application site forms part of the existing Fallowfield Retail Park and measures circa. 0.9ha (2.23 acres). Fallowfield Retail Park currently consists of nine units, eight of which are retail units; and one unit is used as a medical centre. The application site forms the southern extent of the existing retail park.
- 2.2 Fallowfield Retail Park is bound by Birchfields Road to the west, Moseley Road to the south, railway lines to the east. The closest designated retail centre is Fallowfield District Centre located approximately 700m to the west. The next closest defined centre to the site is Levenshulme District Centre, which is located approximately 1km to the east.

SURROUNDINGS

- 2.3 The wider area surrounding the site is contains a mixture of residential and educational institutions to the west and north, commercial units to the south; and railway lines to the east.

ACCESS

- 2.4 Vehicular access to the site is taken off Birchfields Road (A34) on the western boundary of the site.
- 2.5 Footways are also available on both sites of Birchfields Road with adequate street lighting also in place. The surrounding area benefits from a good level of pedestrian infrastructure.
- 2.6 There are frequent bus services available from the nearest bus stops along the A34, directly opposite the site. These bus stops provide regular services to neighbouring centres such as Fallowfield, Levenshulme, Longsight and Withington. Regular services towards Manchester City Centre are also available.

SITE CONSTRAINTS

- 2.7 The site does not contain a Listed or Locally Listed building, and there are no Listed or Locally Listed buildings that could be impacted upon within the site's vicinity.
- 2.8 The site is also not located within or adjacent to a Conservation Area nor in close proximity to a Conservation Area.
- 2.9 The site is located within Flood Zone 1 and is least vulnerable to flooding as defined by the Environment Agency.

PLANNING HISTORY

- 2.10 A search of the Council's online planning register reveals the following planning history.

Reference	Description	Decision
038328	Erection of non-food retail buildings, garden centre and restaurant	Withdrawn 10 th July 1991
042615	Erection of buildings to form a neighbourhood shopping centre including a restaurant/leisure facility with 303 vehicle parking spaces after demolition of existing bus depot	Approved 21 st January 1993
043793/MO/CENTL2/93	Erection of a neighbourhood shopping centre comprising 8 retail units and a "drive-thru" restaurant	Approved 23 rd September 1993

	including 258 car parking spaces after demolition of existing bus depot	
070183/00/2003//N2	OUTLINE APPLICATION for siting and means of access to increase shopping floorspace by 614 sqm with alterations to car park	Approved 18 th February 2004
076259/FO/2005/N2	Erection of a detached single storey retail unit (500 sqm) adjacent to Blockbusters involving alterations to car park and landscaping	Withdrawn 13 th September 2005
079605/FO/2006/N2	Erection of single storey building (494sqm total) comprising class A1 retail use. Associated alterations to existing parking and landscaping	Approved 3 rd August 2006
090133/FO/2009/N2	Change of use of retail unit (Class A1) to health centre (Class D1) and associated external alterations	Approved 16 th July 2009
128975/DEM/2020	Prior Approval for the demolition of the overhead canopy relating to units 3 and 4 Fallowfield Shopping Centre Birchfields Road Manchester M14 6FS	Approved 26 th January 2021
131990/DEM/2021	Prior Approval for the demolition of units 4-8 and 10 at Fallowfield Shopping Centre	Approved 25 th November 2021
130189/FO/2021	Demolition of existing units 4, 5, 6, 7, 8, and 10 and erection of a single storey building to form new retail foodstore (Use Class E) and separate hot food delivery unit (sui generis) with associated car parking and landscaping.	Approved 12 th May 2022
CDN/22/0687	Discharge of condition numbers 12 (Cycle Parking), 18 (Car Park Management) and 30 (noise management plan) from Planning Permission 130189/FO/2021	Approved 26 th October 2022
134931/JO/2022	Variation of condition 10 (servicing hours) attached to planning permission referenced 130189/FO/2021 to allow servicing Monday to Sunday (including Bank Holiday) 05:00 to 00:00 hrs	Refused 21 st November 2022 Appeal Dismissed 20 th February 2024
138593/DEM/2023	Prior Approval for demolition of unit 9	Approved 11 th January 2024

- 2.11 At the time of this report's preparation, Planning Permission Ref. 130189/FO/2021 for the "Demolition of existing units 4, 5, 6, 7, 8, and 10 and erection of a single storey building to form new retail foodstore (Use Class E) and separate hot food delivery unit (sui generis) with associated car parking and landscaping." remains extant. This scheme could therefore be delivered by the applicant.

3 PRE-APPLICATION CONSULTATION

- 3.1 The National Planning Policy Framework (NPPF) outlines the need for effective consultation as part of the development process in association with the preparation of planning applications.
- 3.2 In this regard, the applicant previously undertook pre-application consultation with the LPA and local residents in support of Planning Application Ref. 130189/FO/2021 which received consent in May 2022.
- 3.3 A significant proportion of feedback received on the original Planning Permission 130189/FO/2021 proposal are applicable to the current proposal, given that the current proposal is in essence / principle the same. The application seeks consent for a discount foodstore of similar scale, massing and positioning on site; and for a store that will serve the same 5-minute drivetime catchment area.
- 3.4 Accordingly, a synopsis of previous feedback received with respect to Planning Permission 130189/FO/2021, is provided below.

MANCHESTER CITY COUNCIL

- 3.5 Consultation comprised a formal pre-application meeting between the applicant's development team and Steven McCoombe (Senior Planner) and Sue Wills. The meeting took place virtually on 7th July 2020.
- 3.6 The minutes from the meeting were agreed on 8th August 2020. Comments are summarised as follows:
- **Retail Policy Assessment** – The catchment area for the proposed store was agreed and the centres which required assessment through both the retail impact assessment and sequential site assessment were identified. It was agreed that the site benefits from an unrestricted retail use, and that in relation to the impact test, a qualitative impact assessment and partial quantitative assessment would be provided.
 - **Design and Siting** – The Council confirmed that the design proposal is potentially acceptable and that they require the design of the building to reduce both the extent and impacts of climate change.
 - **Highways** – The transport element of the development was analysed based on the following aspects:
 - **Traffic Impacts** - It was advised that both Transport and Junction Capacity Assessments are required. As part of the assessment, all modes of travel must be assessed, not just vehicular traffic. It was also requested that committed developments in the area be included in the assessment and Sensitivity Testing be undertaken.
 - **Design** – The Council stated that full details of the junction arrangements, access and footways fronting the store will be required.
 - **Drainage** – The Council requires drainage details to be in accordance with SuDS hierarchy. Run-off from private land onto the public highway would not be acceptable with a requirement for details showing how this will be prevented. The Council stated a preference for a positive drainage system, but ACO Channels or similar on private land would also be acceptable.
 - **Impact on Trees and Ecology** – It was advised that a Tree Survey and Ecology Report will be required at part of the application submission.

PUBLIC CONSULTATION

- 3.7 Lidl also previously undertook consultation with the local community. The community consultation comprised:
- The delivery of over 9,060 leaflets to surrounding addresses inviting people to register their comments and thoughts online;
 - A web page giving further details of the proposal and inviting feedback was set up;
 - A dedicated phone number for residents to leave comments.
- 3.8 Further details of this public consultation are provided in the Statement of Community Involvement that accompanies the planning application.

4 APPLICATION BACKGROUND AND PROPOSED DEVELOPMENT

DEVELOPMENT GRANTED PLANNING CONSENT

- 4.1 An application for the Demolition of existing units 4, 5, 6, 7, 8, and 10 and erection of a single storey building to form new retail foodstore (Use Class E) and separate hot food delivery unit (sui generis) with associated car parking and landscaping was submitted to Manchester City Council in May 2021. The application was validated and given the application reference 130189/FO/2021.
- 4.2 This application (Ref. 130189/FO/2021) proposed a new Lidl foodstore (Use Class E) comprising 2,129 sq.m Gross Internal Area (GIA) with a net sales area of 1,376 sq.m of which 1,098 sq.m (approx. 80% of net floor space) will be for convenience good sales; whilst 274 sq.m will be dedicated to the sale of comparison goods. The proposed small retail unit measured 96 sq.m (GIA) and was proposed to be a direct replacement for the existing unit 4.
- 4.3 The proposal would involve the demolition of existing units 4, 5, 6, 7, 8 and 10. The proposed Lidl store and new Unit 4 would have a total GIA of 2,226 sq.m; whilst the GIA of the existing units to be demolished is 1,627 sq.m. Accordingly, the proposal represents a net uplift in floor area of just 599 sq. m.
- 4.4 The planning approved car park will provide a total of 94 car parking spaces with 9 parent & child spaces, 10 disabled standard spaces, and 2 accompanied by EV charging points.
- 4.5 The application was approved 12th May 2022. A copy of the Decision Notice is included at **Appendix 2** of this report.

PROPOSED DEVELOPMENT

- 4.6 This application seeks full planning permission for the erection of a new Lidl foodstore (Use Class E) comprising 2,238 sq.m Gross Internal Area (GIA) with a net sales area of 1,518 sq.m; 102 car parking spaces (including 5 disabled spaces, 9 Parent & Child spaces, 2 electric vehicle charging (EVC) spaces); and a trolley bay located adjacent to the store entrance. The proposal also includes a 2no. new sub-let units to replace the existing Unit 4 within the Retail Park, and each of these will have a GIA of 95 sq.m.
- 4.7 A comparison table is included below to the previously acceptable and approved scheme.

Table 4.1. Differences between Permitted & Proposed Foodstore.

	Gross Internal Area (GIA) (sq.m)	Sales Area (sq.m)	Car Parking Spaces
Permitted Foodstore (130189/FO/2021)	2,129	1,372	94
Proposed Foodstore	2,238	1,518	102
Difference	+109	+146	+8
Retail Unit(s)			
Permitted Retail Unit (130189/FO/2021)	96	96	
Proposed Retail Units	190	190	
Difference	+94	+94	
Total Difference	+192	+223	

Compared to the consented scheme (130189/FO/2021), the planning application now encompasses a larger area which includes the medical centre. This provides Lidl with additional flexibility to bring forward a scheme at the site which aligns with the standard operating model and in line with their new specification requirements.

- 4.8 Overall, the proposed changes result in a modest uplift in floorspace when set against the previously consented scheme. The changes follow a review by Lidl of their store operating model and bring the proposed store on the site in line with their current specification. Overall, the proposal represents a floorspace uplift of 806 sq.m GIA when compared to the units being demolished, and 192 sq.m above the previous proposal which benefits from planning permission.
- 4.9 Full details of the proposed development are presented on the drawings accompanying the submission which confirm:
- A new single-storey discount food store;
 - A high quality landscaping scheme;
 - The provision of 102 car parking spaces, including 2 electric vehicle parking spaces.
- 4.10 The new Lidl store and retail unit will be oriented north-southwards with the car parking area directly in front of the new store extending westwards. The delivery bay will be located at the end of the car park, adjacent to the foodstore on the north elevation of the building.
- 4.11 Vehicular access to the Lidl store will be off Birchfields Road via a revised priority junction. Both customers and heavy goods vehicles (HGV) will share the same vehicular access.
- 4.12 The proposed new Lidl store and new retail unit, and the overall site, will have a clean and contemporary design featuring a single height glazed entrance as well as a glazed elevation along its western elevation, towards Birchfields Road.
- 4.13 The Design and Access Statement that accompanies this application appraises how the proposed development represents a suitable response to the site and its setting and demonstrates that the development can be appropriately accessed by prospective users.

5 THE LIDL OPERATION

- 5.1 This section provides an overview of the Lidl retail operation, including the position of the company within the UK retail market and its key trading characteristics.

POSITION WITHIN THE MARKET

- 5.2 Lidl and Schwarz Grocery Wholesale was founded in Germany in the 1930s, since then the company has diversified into hypermarkets under the trading name 'Kaufland' and discount foodstores known as 'Lidl'. Today the Schwarz Group is one of the largest grocery retailers in Europe.
- 5.3 The first Lidl stores opened in Germany in 1973 and by the 1980s Lidl had become a household name. In the early 1990s Lidl began to expand throughout Europe, and more recently into the US and Asia. Lidl now has around 12,000 stores and more than 200 goods distribution centres spread across 31 countries. Lidl commenced trading in the UK in November 1994 and since that date has grown to become a substantial presence in the convenience retail market, with over 960 stores currently trading nationwide. [The Kantar Worldpanel Grocery Market Share](#) data found that on 6 August 2023 Lidl was the sixth largest convenience retailer in Great Britain, with 7.7% of the market share.

DISCOUNT FORMAT

- 5.4 The retail philosophy is centred on simplicity and maximum efficiency at every stage of the business, from supplier to customer, enabling the company to sell high quality own brand products at the lowest prices. It is this format that has resulted in Lidl being classified by retail research company Verdict as a 'deep' or 'hard' discounter.
- 5.5 The 'deep discount' sector includes Lidl and Aldi. 'Deep discounters' concentrate on selling a limited range of primarily own brand goods at extremely competitive prices. These retailers are therefore distinct from the mainstream convenience retailers such as Tesco, Asda, Sainsbury's and Morrisons in the offer that they provide to shoppers.
- 5.6 Lidl is able to offer high quality products at low prices due to extensive pan European bulk purchasing. This enables the company to achieve significant economies of scale that can then be passed on to the customer in the form of highly competitive prices. Other factors that enable Lidl to offer consistently low prices include the format of its stores and the approach taken to the display and sale of products.
- 5.7 The fact that Lidl provides a distinct offer to the main convenience retailers was recognised by the Competition Commission in its 2008 'Grocery Market Investigation'. The Glossary to the investigation report refers to Lidl as 'Limited Assortment Discounter' or 'LAD', which is defined as:

"Limited Assortment Discounters (i.e. grocery retailers offering noticeably lower prices than a conventional supermarket but which stock a limited range of products)."

- 5.8 Further reference is made to LAD stores at paragraph 3.3, page 30 of the investigation:

"Limited Assortment Discounters (LADs) carry a limited range of grocery products and base their retail offer on selling these products at very competitive prices. The three major LADs in the UK are Aldi, Lidl and Netto. Each of Aldi, Lidl and Netto carries in the region of 1,000 to 1,500 product lines in stores ranging from 500 to 1,500 sqm (Stores of a similar size operated by a large grocery retailer generally carry around 10,000 - 15,000 products.)"

- 5.9 Paragraph 4.80, page 70 of the investigation goes on to state that due to the limited number of products carried by LADs, they are not close substitutes for other foodstores of a comparable size (i.e. they are different):

"The limited number of products carried by LADs stores means that these stores are not close substitutes for similarly-sized stores operated by CGL (Co-op), M&S, Sainsbury's, Somerfield and Tesco. In particular, we note that Aldi, Lidl and Netto stores typically sell fewer than 1,000 products. In comparison, large grocery retailers generally sell around 5,000 to 10,000 products in stores in the same size range as those operated by LADs (i.e. 500 to 1,400 sqm). The results of our entry analysis also show that Aldi, Lidl and Netto stores are not close substitutes for the stores of large grocery retailers."

- 5.10 The findings of the Competition Commission's 2008 investigation therefore confirmed that Lidl does provide a different offer to the main food retailers.
- 5.11 This difference has also been acknowledged by the Secretary of State and Planning Inspectors in a number of appeal decisions relating to Lidl stores. In relation to a Secretary of State decision in the London Borough of Merton (APP/T5720/V/04/1171394), the Planning Inspector in his report concluded that:

"283. The Lidl offer is materially different to that provided by the mainstream food retailers."

- 5.12 Further to this, it was recognised by an inspector when approving a new store in New Addington, Croydon (APP/L5240/A/07/2052053) that:

"17. The Lidl offer is materially different to that provided by the main food retailers and as a result... would meet a qualitative need by extending consumer choice. Furthermore, it would add a new dimension to competition within the area."

- 5.13 The different offer provided by discount foodstores to the likes of Tesco and Sainsbury's is now widely recognised and accepted.

LIMITED PRODUCT RANGE

- 5.14 Aside from the difference in pricing from the main convenience retailers, another characteristic of the Lidl business model, as already highlighted in the Competition Commission's findings above, is that Lidl carry a comparatively limited range of primarily own brand products (around 90% of all products in store).
- 5.15 The majority of Lidl product lines consist of basic convenience goods sourced from Europe, with a few recognised brands sold, in addition to a limited range of fresh fruit and vegetables and also pre-packed meats and frozen food stuffs. Lidl aims to keep the shopping experience simple for its customers and operates a 'no frills' policy by avoiding unnecessary packaging and presentation, including a basic store fit-out, all of which contributes to keeping the cost of products low.
- 5.16 Non-food items are limited to around 15-20% of floorspace in store. The non-food offer is mainly focused on household cleaning and health and beauty products. Lidl stores do receive a twice weekly delivery of non-food 'specials', which can range from garden equipment and small items of furniture to flat screen TVs. These are also sourced on a pan European scale at competitive prices. These items are provided on a 'when it's gone, it's gone' basis and owing to the limited and constantly changing offer, the potential for impact upon other retailers is negligible.

NOT THE FULL RETAIL OFFER

- 5.17 Lidl stores also differ from other convenience retailers by not offering any of the following products or services:
- Fresh meat and fish counter;
 - Café/restaurant;
 - Delicatessen/cheese counter;
 - Hot food counter;
 - Home Delivery/click and collect;
 - Pharmacy;
 - Dry-cleaning services;
 - Post Office services;
 - Photographic shop; and
 - Mobile phone shop.
- 5.18 Lidl does not offer any of the above products/services because these do not fit with the company's retail concept and business model. Lidl has a successful, proven format that works, and there is no intention to change it. The introduction of any of the above could have an adverse impact on the prices offered to customers.

- 5.19 As a consequence of the Lidl model, its customers tend to purchase part of their main grocery shop (i.e. basic staples) in store, taking advantage of the low prices, but then visit other retailers to purchase luxury food or more specialist items. This, combined with the fact that Lidl does not offer the products and services listed above that are found in many of the main convenience retailers as well as smaller local independents, means that its stores complement existing retail provision, while providing additional opportunity and choice for shoppers.

SHORTER TRADING HOURS

- 5.20 The standard opening hours for Lidl stores are also more limited than the main convenience retailers, as well as small independent convenience retailers. Generally, Lidl stores open for a core period of between 07:00–23:00 Monday to Saturday (inclusive of Bank Holidays) and 10:00–18:00 on Sundays (only open for 6 consecutive hours).
- 5.21 The standard opening hours of Lidl stores are therefore much more limited than other retailers, which is another factor underlining that Lidl do not compete to any significant degree with other retailers, in particular, smaller convenience retailers, many of whom offer different products and services and stay open for much longer periods.

STORE FORMAT

- 5.22 Lidl has an established store format that is integral to the success of its business model. Generally, the minimum store size that is required by Lidl for its operational requirements is circa 2,200 sq.m gross external area (GEA). This equates to a net sales area of approximately 1,300 sq.m GIA. There are a number of reasons why this size of store is required.
- 5.23 A single level store of c. 2,200 sq.m GEA allows for pallets to be easily moved directly from the delivery bay and placed in the sales area. This cannot be achieved in the same way in smaller stores, resulting in the need to break pallets down and stack more products on shelves, which consequently increases staff costs. This therefore makes it more difficult for Lidl to pass cost savings on to its customers, thereby affecting its ability to deliver the benefits of discount retailing.
- 5.24 In addition, the standard store format has been purposefully designed in order to provide mobility impaired customers, the elderly and those with small children space to move through the store easily. Also, by placing bulky products on the sales floor, Lidl ensures easy access to these items for all customers.
- 5.25 It has been recognised by the Secretary of State and Planning Inspectors that a single level retail operation is essential to the Lidl business model and that consequently 'disaggregation' (breaking stores down into convenience and comparison elements) cannot be achieved without the benefits of the discount format being lost. In this respect, in relation to a Lidl scheme in Oxford (APP/G3110/A/04/1171310 & APP/G3110/A/05/1195688) the Inspector noted (paragraph 82) that:

"The fact that Lidl only sell a limited range of goods means there is no realistic scope for disaggregation. Lidl stores cannot be broken down into constituent parts."

LOCAL CATCHMENT

- 5.26 Lidl stores serve a relatively compact catchment area and are intended to provide a local shopping facility. The locational strategy of Lidl is for stores in urban areas to serve an area that broadly equates to a 0-5-minute drive-time of the site. Owing to its limited offer, people do not tend to travel long distances to shop at Lidl. The catchment has regard to the nature of the settlement and surrounding area, the location of existing food retail provision within the catchment and consumer travel patterns.
- 5.27 As stated above, many customers use Lidl stores to purchase part of their main grocery shop (i.e. basic staples), often on foot, taking advantage of the low prices, but then visit other retailers to purchase luxury food or more specialist items that are not offered at Lidl (e.g. fresh fish). In addition, many Lidl customers also continue to visit smaller independent convenience stores close to their homes for top-up/basket shopping (i.e. buying a pint of milk or a loaf of bread) as well as to use services that are not provided by Lidl (e.g. dry cleaning, Post Office etc.).

EMPLOYMENT OPPORTUNITIES

- 5.28 The proposed Lidl store would employ around 40 staff in store. Lidl has a policy of employing local people from all backgrounds to work in their stores. This allows for a short commute to work and for staff to potentially work at short notice. The company is an equal opportunities employer with a strong social inclusion policy. The following extract is taken from Lidl's employee handbook, which sets out the company's equal opportunities stance:

"Lidl is an equal opportunities employer. We wish to ensure that employees are treated, trained and promoted, and job applicants are selected on the basis of their respective skills, talents, performance and experience, without reference to their sex, marital status, race, colour nationality, ethnic origin or disability. Whilst the company strives to realise these principles, it is your responsibility to ensure that they are applied in practice. We will not tolerate any form of harassment and we will seek to ensure that your working environment is free from prejudice. Harassment at work is unlawful."

- 5.29 Lidl offer many different career paths and opportunities within the retail sector. These include managerial and administrative positions in addition to positions such as store assistants and cashiers. The company also runs comprehensive management development and training programmes, enhancing skills of staff and maximising staff retention.
- 5.30 When setting up a new store, Lidl would bring in a manager from another store who ideally has links with the area. This is vital to provide the necessary experience and leadership during the training period of the new store staff. It is then the responsibility of the store manager and district manager to recruit and train the necessary numbers of staff prior to store opening. New staff are recruited from the local community using a variety of methods, including local newspaper advertisements, Job Centre advertisements and open days.

DELIVERIES

- 5.31 Lidl products are purchased throughout Europe and then packaged and distributed directly to the relevant Regional Distribution Centre (RDC), of which there are currently 13 in the UK, for onward distribution to its stores across the UK. The nearest RDC to Fallowfield is Runcorn.
- 5.32 Lidl are mindful of the need to minimise any disturbance to neighbouring residents and landowners. To assist in achieving this, each store has only one or two dedicated deliveries per day. This provides all the necessary products for the store, including frozen and chilled goods, which are carried using individual temperature-controlled units that can be loaded on to the vehicle. This ensures minimum disruption by removing the need for noisy air conditioning units on the vehicle.
- 5.33 During deliveries, it is company policy that vehicle engines are switched off to reduce noise and disturbance. New stores (such as that proposed) also feature graded ramps in the delivery bay and manual dock levellers, negating the need for noisy scissor or tail lifts. The total unloading time for deliveries is approximately 45 minutes.

SUSTAINABILITY MEASURES

- 5.34 Lidl implement a variety of measures to minimise the environmental impact of its stores and to contribute toward sustainability objectives, including:
- Charging for carrier bags rather than hiding the cost through higher prices; this provides the customer with a clear financial incentive to re-use their bags;
 - Limiting deliveries to a maximum of two per day. Delivery vehicles are also used to remove waste from the store on their return journey to the RDC where the waste/recyclable material is sorted and managed centrally. This also helps to reduce vehicle trips and emissions;
 - Lidl leads the sector in terms of recycling and waste to landfill reduction by recycling all paper/cardboard and plastic waste produced by the store. This means that over 80% of all waste produced in store is recycled;
 - Lidl stores include highly efficient condensing boilers, which recover waste heat from the combustion process. All heating is regulated by sensors;
 - Lidl stores use a manual dock leveller for deliveries, reducing noise emissions and energy use;

- All Lidl stores are fitted with a 'Building Management System' incorporating movement sensors, Lux meters and thermostatic controls. This ensures that the back of house areas of the store are only lit when people are using them, that external lighting is only used when required and that the temperatures of the various areas within store are maintained at the correct levels. Energy efficient LED lighting is used and lighting within the sales area is cut back to one third before and after trading hours;
- Water consumption is carefully monitored, and flow control devices and water meters are fitted in all stores; and
- Car park lighting is designed in accordance with Lidl's 'Dark Sky' policy with light fittings carefully specified in order to keep light spill beyond the site boundary to a minimum, with Lux and timer controls fitted.

5.35 Lidl also produce and implement Travel Plans to promote sustainable transport choices. A Travel Plan has been submitted as part of the application.

5.36 Lidl communicate to staff and customers on a continual basis and encourage all stakeholders to implement environmentally friendly practices where possible.

SECURED BY DESIGN AND DISABILITY DISCRIMINATION ACT

5.37 Lidl design their stores and sites to minimise anti-social behaviour and crime. Lidl provide open and well-lit schemes to deter criminal activity. Lidl will, if required, fit CCTV internally and/or externally to ensure the safety of staff, customers and property.

5.38 Lidl provides its customers with disabled car parking spaces that comply with the latest DDA Regulations, ensuring infirm or wheelchair bound customers can manoeuvre as simply as possible. Lidl car parks are designed with the customer in mind to ensure that cars can pass easily into and around the car park. Disabled and parent and child spaces are positioned near the store entrance, in order to provide shorter walking distances from cars to the store.

SUMMARY

5.39 The key trading characteristics that distinguish Lidl from the mainstream convenience retailers and smaller independent retailers are therefore as follows:

- **Restricted number of product lines** - Lidl is not a one stop shop and sells a limited range of predominantly own brand goods, with customers visiting other stores for branded or luxury goods.
- **Not the full retail offer** – Lidl does not provide the full retail offer. A limited range of comparison goods are sold and the constantly changing nature of 'non-food specials' ensure that any impact of other retailers is not constant and is limited. Lidl stores do not offer the range of services provided by the mainstream food retailers or smaller independent stores.
- **Small store size and localised catchment** – Lidl stores are not open 'all hours' and so do not attempt to compete with mainstream food retailers and local convenience stores.

5.40 The above factors ensure that the trading impacts of new Lidl stores on existing retailers and centres are very limited.

6 PLANNING POLICY CONTEXT

NATIONAL POLICY

- 6.1 National planning policy is set out within the National Planning Policy Framework (2023) (NPPF), which is supplemented by the National Planning Practice Guidance (NPPG).
- 6.2 At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision taking this means:
- Approaching development proposals that accord with an up-to-date development plan without delay, or
 - Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - The application of policies in this Framework that protect areas or assets of particular importance provide a clear reason for refusing the development proposed, or
 - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- 6.3 Section 4 of the Framework (Decision-making) confirms that local planning authorities should approach decisions on proposed development in a positive and creative way by working proactively with applicants to secure developments that will improve the economic conditions of the area.
- 6.4 Section 6 of the Framework (Building a strong, competitive economy) states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 6.5 Section 7 of the Framework (Ensuring the vitality of Town Centres) highlights the importance of ensuring the vitality of Town Centres and sets the requirements for the sequential test and retail impact test for planning applications for main Town Centre uses that are in edge-of-centre or out-of-centre locations.
- 6.6 Section 7 advises that local planning authorities should recognise town centres as the heart of their communities take a positive approach to their growth, management and adaption. Furthermore, planning policy should, amongst other things, promote the long-term vitality and viability of centres.
- 6.7 Section 8 of the Framework (Promoting healthy and safe community) reaffirms the importance of creating safe, healthy and inclusive places by ensuring that the development encourages walking and cycling as well as active street frontages.
- 6.8 Section 9 of the Framework (Promoting sustainable transport) states that transport issues should be considered from the earliest stages of the process to ensure that potential impacts can be addressed so that opportunities for avoiding and mitigating any adverse effects can be included.
- 6.9 Section 11 of the Framework (Making effective use of land) supports as much re-use as possible of previously developed land and vacant buildings for development such as retail.
- 6.10 Section 12 of the Framework (Achieving well-designed places) confirms that good design is a key aspect of sustainable development and creates better places in which to live and work. Good design also helps make development acceptable to communities.
- 6.11 Section 14 of the Framework (Meeting the challenge of climate change, flooding and coastal change) highlights the importance of supporting the reduction of emissions and encouraging the use of renewable and low carbon energy.
- 6.12 Section 15 of the Framework (Conserving and enhancing the natural environment) states that developments should not contribute to unacceptable levels of air or noise pollution and should remediate contaminated land, where appropriate.

- 6.13 Notwithstanding the above, regard needs to be had to the Planning Practice Guidance (PPG) on Town centres and retail. The PPG provides further guidance in regard to the practical implementation of policies within the NPPF.
- 6.14 In regard to the impact test, paragraph 15 (Reference ID:2b-015-20190722) states that impact tests only apply to proposals exceeding 2,500 (GEA) square metres gross of floorspace unless a different locally appropriate threshold is set by the local planning authority. In setting a locally appropriate threshold it will be important to consider the:
- Scale of proposals relative to town centres;
 - The existing viability and vitality of town centres;
 - Cumulative effects of recent developments;
 - whether local town centres are vulnerable;
 - Likely effects of development on any town centre strategy; and
 - Impact on any other planned investment.
- 6.15 Paragraph 15 also states that as a guiding principle, impact should be assessed on a like-for-like basis in respect of that particular sector (e.g. it may not be appropriate to compare the impact of an out of centre DIY store with small scale town-centre stores as they would normally not compete directly). Retail uses tend to compete with their most comparable competitive facilities.
- 6.16 Paragraph 17 (Reference ID:2b-017-20190722) states that the impact test will need to be undertaken in a proportionate and locally appropriate way, drawing on existing information where possible. Ideally, applicants and local planning authorities should seek to agree the scope, key impacts for assessment, and level of detail required in advance of applications being submitted.

THE DEVELOPMENT PLAN

- 6.17 The adopted Development Plan for Manchester City Council consists of the 'Saved policies' of the Unitary Development Plan for the City of Manchester (1995) and Manchester Core Strategy (2012). In addition to the Greater Manchester Joint Waste DPD (2012), the Greater Manchester Joint Minerals DPD, and The Places for Everyone Joint Development Plan (2024).
- 6.18 The Greater Manchester Joint Waste DPD (2012) and the Greater Manchester Joint Minerals DPD are not considered to be of direct relevance to this planning application.

'Saved Policies' of the Manchester Unitary Development Plan (UDP) (1995)

- 6.19 The Manchester UDP was adopted on 21st July 1995 with the plan covering the period of 10 years and beyond. In 2007, Manchester City Council was granted permission by the Secretary of State to 'save' the majority of the Local Plan policies in line with the directions of the Planning and Compulsory Purchase Act 2004. On 27th September 2007, a number of these 'saved' policies expired. Those policies which are still 'saved' within the Plan set out the long-term vision and objectives for the City of Manchester.
- 6.20 There are no specific policies within this document that are of direct relevance to the development proposed.

Manchester Core Strategy (2012)

- 6.21 **Policy SP1** (Spatial Principles) sets out the key principles that will guide strategic development in the City. Policy SP1 states that 'neighbourhoods of choice' should provide for local needs (including retail) within a district environment and with an emphasis on the regeneration of existing brownfield sites. It continues that development should maximise the potential of transport infrastructure, in particular walking, cycling and public transport. Policy SP1 also aims to improve access to jobs and services by reducing the need to travel.
- 6.22 **Policy DM1** (Development Management) states that all proposals for new development should have regard to:
- Appropriate siting, layout, scale, form, massing, materials and detail;
 - Impact on the surrounding area in terms of design, scale and appearance as well as character;

- Effects on amenity including privacy, light, noise, air quality and litter;
- Accessibility by sustainable modes of transport and for disabled people;
- Community safety and crime prevention;
- Vehicular access and car parking;
- Ecology, flood risk and drainage; and
- Refuse storage and collection.

- 6.23 **Policy C6** (South Manchester District Centres) states that across the area there is capacity for both further convenience and comparison retailing floorspace. In total, approximately 8,000 square metres of convenience and 4,500 square metres of comparison retail floorspace will be promoted up to 2027.
- 6.24 **Policy C9** (Out-of-Centre Development) states that proposals for town centre uses in locations which are outside a defined centre will be inappropriate unless it can be demonstrated that there are no sequentially preferable alternatives and that the scheme would not have unacceptable impacts, either individually or cumulatively with recently completed and approved schemes. Finally, the Policy asserts that an assessment of impacts will be required for retail.
- 6.25 The supporting text of the Policy C9 states that the level of detail within impact assessments for proposals of less than 2,500 sq. m gross floorspace should be proportionate to the scale and nature of the development proposed and its likely effects on designated centres. For all proposals of 2,500 square metres gross floorspace and over, a full assessment will be required.
- 6.26 Paragraph 10.56 states that in Manchester's circumstances, the impacts of out-of-centre development will vary across the City and will need to be considered on a case-by-case basis, although the Council considers that development of less than 650 square metres gross will generally be of local significance only. Proposals of more than local significance should be accompanied by a statement which describes the nature and role of the proposals, evidence of the area the development is likely to serve, an assessment of the likely turnover of the development.
- 6.27 **Policy EN1** (Design Principles and Strategic Character Area) requires all new development in Manchester to follow the seven principles of urban design identified in the NPPF and have regard to the strategic character area in which the development is located.
- 6.28 **Policy EN4** (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) requires new development to:
- Reduce the need for energy consumption through design features that provide passive heating natural lighting and cooling;
 - Reduce the need for energy through energy efficient features such as improved insulation and glazing; and
 - To meet residual energy requirement through the use of low or zero carbon energy generating technologies.
- 6.29 **Policy EN6** (Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies) states that new developments of over 1,000 sq m will be expected as a minimum to meet the target shown in Tables 12.1 or 12.2 of the Policy, unless this can be demonstrated not to be viable. Furthermore, the policy confirms that this should be demonstrated through an energy statement, submitted as part of the Design and Access Statement.
- 6.30 **Policy EN8** (Adaptation to Climate Change) states that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external space.
- 6.31 **Policy EN14** (Flood Risk) states that development on sites with little or no risk of flooding will be preferable. The policy requires a Flood Risk Assessment to accompany the planning application and that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure.
- 6.32 **Policy EN16** (Air Quality) requires development to take account of any impacts on air quality and developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development.

- 6.33 In accordance with **Policy EN17** (Water Quality), development should avoid any adverse impact on water quality, including during the construction phase and wherever possible should seek to enhance water quality.
- 6.34 **Policy T1** (Sustainable Transport) states that the Council will support proposals which, amongst other things:
- Improve choice by developing alternatives to the car;
 - Promote regeneration and improve access to jobs;
 - Improve access for those whose mobility is impaired;
 - Enhance pedestrian routes and the pedestrian environment; and
 - Seek to improve Manchester's cycle network.

Places for Everyone (2024)

- 6.35 Places for Everyone is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth. It has been published by the Greater Manchester Combined Authority (GMCA) on behalf of the nine districts.
- 6.36 The plan was submitted for examination in February 2022. The Inspectors' report on the examination of the Places for Everyone Plan which sets out their recommendations was received on 14 February 2024. Further to this, the Places for Everyone Plan was adopted on 21st March 2024.
- 6.37 There are no specific policies of relevance to the application site and the development proposed.

OTHER MATERIAL CONSIDERATIONS

The Manchester 'Quantitative Need for Additional Retail Floorspace Up-Date' ('The Retail Study Update') (November 2010)

- 6.38 Alyn Nicholls & Associates were commissioned by Manchester City Council to provide an up-date on the quantitative need to support additional retail development within the City in order to inform policy and allocations within the then emerging Local Development Framework.
- 6.39 This Retail Study (2010) acts as an update to the two previous Studies, the Qualitative Studies prepared by CBRE (August 2003 and June 2004) and the Manchester Quantitative Retail Needs Study (2006) undertaken by GVA Grimley.
- 6.40 The purpose of the Study was to refresh and up-date the Quantitative Study undertaken in 2006 by updating survey information on shopping patterns and addressing the need likely to arise for new retail development in the period to 2027 to accord with the timeframe of the then proposed Core Strategy.
- 6.41 However, it should be noted that the findings of the above studies are considered out of date, as the findings are over 10 years old at the time of writing this Statement.

7 SEQUENTIAL SITE ASSESSMENT

- 7.1 This section set out the applicant's approach to the sequential site assessment taking into consideration the site's location and the requirements of national and local retail policy.
- 7.2 The NPPF at paragraphs 91 and 92 requires that the sequential approach to site selection be applied to all development proposals for main Town Centre uses that are not located in an identified centre and not in accordance with an up-to-date Development Plan.
- 7.3 Applications for main Town Centre uses should be located within a Town Centre, then in edge-of-centre locations, and only if suitable sites are not available should out of centre sites be considered. When considering edge-of-centre and out-of-centre proposals, preference should be given to accessible sites which are well-connected to the town centre. The NPPF further requires that applicants and Local Planning Authorities should demonstrate flexibility on issues such as format and scale.
- 7.4 Accordingly, a sequential site assessment has been undertaken because the site occupies an out of centre location. The proposal is assessed against local and national policy requirements below.

METHODOLOGY

- 7.5 The NPPG 'Ensuring the vitality of Town Centres' provides guidance on the application and interpretation of the sequential test. This includes the importance of scoping the remit of the sequential (and impact) assessment, for agreement between the applicant and Local Planning Authority.
- 7.6 The NPPF further identifies those considerations that should be taken into account when determining whether a proposal complies with the sequential test, based on the following:
- Has the suitability of more central sites to accommodate the proposals been considered, having regard to flexibility?
 - Is there scope for flexibility in the format and/or scale of the proposed?
 - If there are no suitable sequentially preferable locations, the sequential test is passed.
- 7.7 Potentially sequentially preferable Town Centre sites within the agreed catchment area should be identified and considered in terms of their ability to accommodate the application proposal.

CATCHMENT AREA

- 7.8 As set out in Section 5 of this statement, Lidl foodstores serve a relatively compact catchment area as they provide a neighbourhood shopping facility. Consequently, Lidl's locational strategy is based on stores in urban areas serving a catchment typically equating to a 0-5 minute drivetime from the chosen site. A catchment plan is included at **Appendix 3** for reference.
- 7.9 Drawing on this approach, the applicant has undertaken a sequential site assessment appropriate to the proposal's catchment area. This encompasses the following centres:
- Fallowfield District Centre;
 - Levenshulme District Centre; and
 - Withington District Centre.

- 7.10 The list of centres identified above was previous agreed with the Council, as part of pre-application discussions leading up to planning application 130189/FO/2021. Given that current proposals, subject to this planning application, are in the same location and of broadly similar scale, the assessment reviews the same centres.

SCOPE OF THE ASSESSMENT

- 7.11 When addressing the sequential approach, both the applicant and Local Planning Authority must adopt realism and only consider sites which are 'suitable' for the development proposed by the applicant. The Supreme Court case, involving Tesco and Dundee Council (March 2012), considered the issue and definition of 'suitability', and the degree to which an application should demonstrate flexibility. The judgement concluded that:

- The natural reading of each policy is that the word suitable, in the first criteria, refers to the *suitability of site for the proposed development* (Rapleys' Emphasis) – it is the proposed development which will only be acceptable if no suitable site is available more centrally (paragraph 25), and
- The application of the sequential approach requires flexibility and realism from developers and retailers, as well as planning authorities (paragraph 28).

7.12 When determining what constitutes a suitable site, regard has to be given to the need that the proposal is intending to serve. The High Court Decision involving Warners Retail and Cotswold District Council (July 2014), confirmed that the principles of the Dundee decision apply in England.

7.13 The judgement of Justice Ouseley in Aldergate Properties v Mansfield District Council (EWHC 1670 (Admin) 8 July 2016), further clarifies the context in which the 'suitability' and 'availability' of sites should be considered.

- "'Suitable' and 'available' generally mean suitable and available for the broad type of development which is proposed in the application by approximate size, type and range of goods" (Paragraph 35);
- "This incorporates the requirement for flexibility in the NPPF, and excludes, generally, the identity and personal or corporate attitudes of an individual retailer" (Paragraph 35); and
- "'Available' must generally mean available for the type of retail use for which permission is sought" (Paragraph 42).

SEQUENTIAL PARAMETERS

7.14 Rapleys have taken the above judgements into account in defining the parameters for assessing the suitability and availability of potentially sequentially preferable sites.

7.15 In this case, Lidl is the stated applicant for the proposed development. The broad type of development is therefore discount retail provision based on a limited assortment discount (LAD or 'deep discount') foodstore.

7.16 The following parameters reflect the requirements of a discount foodstore having regard to the scale, nature and range of goods typically sold by a 'LAD' retailer:

- A minimum total site area of 0.5ha, reflecting the need to provide the store, warehousing area and associated servicing, parking and landscaping requirements, as well as the additional road network;
- A site that can accommodate a minimum store size of 1,800sq.m (GIA);
- A site that can allow for the safe manoeuvring of customer vehicles;
- A prominent site with the ability to attract passing trade;
- A site that is able to offer adjacent surface level car parking, so that customers can easily transfer foods to their vehicles;
- A site can accommodate a dedicated service area to the rear of the store and associated HGV's deliveries and manoeuvres; and
- A single storey, open and unrestricted sales floor area which benefits from a generally level/flat topography, or which has the ability to be developed as such.

7.17 The above parameters reflect the minimum requirements necessary to accommodate a LAD foodstore and discount mixed-goods retailer and, as such, the applicant has applied reasonable flexibility in the consideration of potentially sequentially referable sites within the identified catchment area in this context.

SITE ASSESSMENT

7.18 In assessing and identifying any other potential sequentially preferable sites, for each of the following centres within and directly adjacent to the catchment area, a review of the Bradford Council Development Plan Documents were undertaken, along with a review of relevant online property databases, *inter alia*, Nova Local, EGI and Co-Star Focus.

- 7.19 Full detail of the sites assessed is included at **Appendix 4**.
- 7.20 From a comprehensive review of the above, there are no sequentially preferable sites which are suitable and available to accommodate the broad type of development proposed through this application

SUMMARY

- 7.21 As set out above, a sequential site assessment has been undertaken, giving consideration to potentially sequentially preferable sites and premises.
- 7.22 The assessment has found that there are no suitable or available sequentially preferable sites to accommodate the proposed development, even with the application of appropriate flexibility to the site search parameters.
- 7.23 The proposal therefore fully complies with the NPPF requirement for a sequential site assessment to be undertaken for new retail development which is not situated within a defined retail centre.

8 TOWN CENTRE HEALTH OVERVIEW

8.1 The NPPG advises that a judgement as to whether the impacts from retail development are significant can only be reached in the context of understanding the current vitality and viability of any affected defined centres within or in close proximity to the catchment area of the proposed.

8.2 Accordingly, in October 2023, Rapleys updated¹ the health check assessments of the identified centres submitted in support of Planning Application Ref. 130189/FO/2021.

8.3 The assessments can be found at **Appendix 5**. Summaries are provided below.

FALLOWFIELD DISTRICT CENTRE

8.4 Fallowfield District Centre is located approximately 900m west of the application site. The centre is linear in formation.

8.5 A review, on Experian, Egi Radius and CoStar (where available), of existing retail and commercial uses within a centre was undertaken in October 2023. This assessment is summarised in Table 8.1 below:

Table 8.1. - Diversity of Uses Fallowfield District Centre.

Category	#	%
Convenience	3	4%
Comparison	2	3%
Retail Services	10	14%
Leisure Services	34	48%
Financial & Business Services	8	11%
Other	3	4%
Vacant	11	15%
Total	71	100%

Source: Experian GOAD. Rapleys desktop review. Egi Radius database review.

8.6 Rapleys Health Check Assessment identified a vacancy rate of 15% (11 units), which is slightly above the UK national average of 13.9% (Source: British Retail Consortium, July 2023).

8.7 In terms of convenience retailers, the centre is anchored by a Sainsbury's foodstore, and a number of supporting local convenience retailers. The centre has a limited number of comparison retailers, whilst 48% of all units are for leisure uses (i.e., cafes, restaurants, takeaways, gyms). It is considered that the centre primarily functions as a leisure services destination, as opposed to a retail lead centre.

8.8 Fallowfield District Centre is highly accessible, and it is considered that the network of pavements and crossings that serves the area is of good standard with crossings across busy roads. The centre also benefits from good accessibility via public transport. There are a number of bus stops in both directions with frequent services to Manchester, Manchester Airport, and Didsbury.

8.9 A virtual tour of Fallowfield District Centre, using Google Street View, showed that the area is free from litter, the shopfronts, roads and pavements are well maintained, there is sufficient street lighting throughout the centre, and there is no evidence of graffiti in the area.

8.10 It is considered that the vitality and viability of Fallowfield District Centre is good, with a good mix of uses primarily catering for the leisure service sector; with good accessibility; a good environment and good street lighting. Given the above assessment, it is considered that Fallowfield District Centre is in good health.

¹ Desktop review.

LEVENSHULME DISTRICT CENTRE

Levenshulme District centre is located approximately 1km north east of the application site. The centre is linear in formation. Table 8.2 below highlights the composition of Levenshulme District Centre, as assessed by Rapleys

Table 8.2. - Diversity of Uses Levenshulme District Centre.

Category	#	%
Convenience	28	9%
Comparison	52	18%
Retail Services	90	30%
Leisure Services	58	20%
Financial & Business Services	26	9%
Other	13	4%
Vacant	29	10%
Total	296	100%

Source: Experian GOAD. Rapleys desktop review. Egi Radius database review.

- 8.11 Levenshulme District Centre accommodates town centre uses including restaurants and takeaways, hairdressers, opticians, estate agent, and public houses. There are also convenience units within the centre.
- 8.12 Our review indicates that at the time of visit, the centre had a vacancy rate of 10%, which is below the national average of 13.9% (British Retail Consortium, July 2023). Most of the vacant units are small units and spread out across the entirety of the centre. Accordingly, most of these units by virtue of their size and location from each other, cannot reasonably accommodate the development proposed.
- 8.13 Levenshulme District Centre is highly accessible and it is considered that the network of pavements and crossings that serves the area is of good standard with crossings across busy roads. The centre also benefits from good accessibility via public transport. There are a number of bus stops in both directions with frequent services to Hazel Grove, Stockport, Gorton, and Manchester. Levenshulme also benefits from a railway station with services including to Manchester Piccadilly, Blackpool north, Buxton, Hazel Grove, and Alderley Edge.
- 8.14 It is considered that the vitality and viability of the centre is good. The centre benefits from good accessibility, well-maintained streets, and good street lighting. Given the above assessment, it is considered that Levenshulme District Centre is in very good health.

WITHINGTON DISTRICT CENTRE

Withington District Centre is located approximately 1.8km south west of the application site. This centre is linear in formation. . Table 8.3 below highlights the composition of Withington District Centre, as assessed by Rapleys.

Table 8.3. - Diversity of Uses Withington District Centre.

Category	#	%
Convenience	15	11%
Comparison	20	15%
Retail Services	43	32%

Leisure Services	34	25%
Financial & Business Services	10	7%
Other	2	1%
Vacant	12	9%
Total	136	100%

Source: Experian GOAD. Rapleys desktop review. Egi Radius database review.

- 8.15 Table 1 above indicates that at the time of visit, the centre had a vacancy rate of 9%, which is below the national average of 13.9% (British Retail Consortium, July 2023).
- 8.16 Withington District Centre accommodates town centre uses including hairdressers, beauty salon, estate agent, off-license, optician, solicitors, restaurant and takeaways. There are also convenience units within the centre. The centre contains a Co-op and Sainsbury's Local.
- 8.17 Withington District Centre has a good range of retail provision and below average vacancy rates. The centre is highly accessible and it is considered that the network of pavements and crossings that serves the area is of good standard with crossings across busy roads. The centre also benefits from good accessibility via public transport. There are frequent bus services to Didsbury, Reddish, Stockport, Middleton, and Manchester. Cycle lanes are marked in both directions. On this basis, it is considered that Withington District Centre is in good health.

FALLOWFIELD TRIANGLE LOCAL CENTRE

- 8.18 Fallowfield Triangle Local Centre is located approximately 2.25km north west of the application site.
- 8.19 Table 8.4 below highlights the composition of Fallowfield Triangle Local Centre, as assessed by Rapleys.

Table 8.4. - Diversity of Uses Fallowfield Triangle Local Centre.		
Category	#	%
Convenience	6	15%
Comparison	6	15%
Retail Services	12	30%
Leisure Services	11	28%
Financial & Business Services	2	5%
Other	1	3%
Vacant	2	5%
Total	40	100%

Source: Experian GOAD. Rapleys desktop review. Egi Radius database review.

- 8.20 The vacancy rate is identified as 5% (2 units) is, significantly lower than the national average of 13.9% (Source: British Retail Consortium, July 2023). The convenience offerings identified include a number of independent convenience retailers in addition to Aldi, Nisa Local, GoLocal Extra.
- 8.21 Fallowfield Triangle Local Centre presents below average vacant units and has a good mix of retail uses, given this it is considered that the vitality and viability of the centre is good. The centre benefits from good accessibility, well-maintained streets, no graffiti and good street lighting. Given the above assessment, it is considered that Fallowfield Triangle Local Centre is in very good health.

LADYBARN LOCAL CENTRE

- 8.22 Ladybarn Local Centre is located approximately 1km south west of the application site. A summary of surveyed uses is provided within Table 8.5 below.

Table 8.5. - Diversity of Uses Ladybarn Local Centre.

Category	#	%
Convenience	7	27%
Comparison	1	8%
Retail Services	6	23%
Leisure Services	8	31%
Financial & Business Services	0	0%
Other	1	4%
Vacant	2	8%
Total	26	100%

Source: Experian GOAD. Rapleys desktop review. Egi Radius database review.

- 8.23 Ladybarn Local Centre accommodates town centre uses such as an estate agent, convenience store, and Medical Centre. The convenience offerings identified include independent convenience retailers, in addition to Co-op and GoLocal.
- 8.24 Ladybarn Local Centre benefits from good accessibility via public transport. There are a number of bus stops in both directions with frequent services to The Trafford Centre, Stockport, Openshaw, and Gorton. Mauldeth Road Railway Station is also located to the south of the Local Centre.

RUSHOLME DISTRICT CENTRE

- 8.25 Rusholme District centre is located approximately 1.9km north west of the application site. The District Centre is linear in formation. Table 8.5 below highlights the composition of Rusholme District Centre, as assessed by Rapleys.

Table 8.5. - Diversity of Uses Rusholme District Centre.

Category	#	%
Convenience	20	10%
Comparison	41	20%
Retail Services	36	17%
Leisure Services	82	40%
Financial & Business Services	11	5%
Other	2	1%
Vacant	15	7%
Total	207	100%

Source: Experian GOAD. Rapleys desktop review. Egi Radius database review.

- 8.26 Table 1 above indicates a vacancy rate of 7% (15 units), which is below the UK national average of 13.9% (Source: British Retail Consortium, July 2023). The convenience offerings identified include a number of independent convenience retailers in addition to Lidl, Nisa Local, Londis, and Tesco Express.
- 8.27 The centre also benefits from good accessibility via public transport. There are a number of bus stops in both directions with frequent services to Manchester, Manchester Airport, and Didsbury. Separate dedicated cycle lines are provided in both directions.
- 8.28 Rusholme District Centre presents below average vacant units and has a good mix of retail uses, given this it is considered that the vitality and viability of the centre is good. The centre benefits from good accessibility, well-maintained streets, no graffiti and good street lighting. Given the above assessment, it is considered that Rusholme District Centre is in very good health.

LONGSIGHT DISTRICT CENTRE

- 8.29 Longsight District centre is located approximately 1.6km north of the application site. The centre is linear in formation. Table 8.6 below highlights the composition of Longsight District Centre, as assessed by Rapleys.

Table 8.6. - Diversity of Uses Longsight Local Centre.

Category	#	%
Convenience	14	12%
Comparison	44	39%
Retail Services	25	22%
Leisure Services	19	17%
Financial & Business Services	6	5%
Other	1	1%
Vacant	5	4%
Total	114	100%

Source: Experian GOAD. Rapleys desktop review. Egi Radius database review.

- 8.30 Longsight District Centre accommodates town centre uses including hairdressers, takeaway, chemist, betting shops, optician, Post Office. Convenience goods retailers include Lidl, Farmfoods and ASDA.
- 8.31 The vacancy rate is identified as 1% (1 unit) from Rapleys survey, is much lower than the national average of 13.9% (Source: British Retail Consortium, July 2023).
- 8.32 Longsight District Centre is highly accessible and it is considered that the network of pavements and crossings that serves the area is of good standard with crossings across busy roads. The centre also benefits from good accessibility via public transport. There are frequent bus services to Manchester, Stockport, and Hazel Grove.
- 8.33 Longsight District Centre presents lower than average vacant units and has a good mix of retail uses, given this, it is considered that the vitality and viability of the centre is good. The centre benefits from good accessibility, well-maintained streets, and good street lighting. Given the above assessment, it is considered that Longsight District Centre is in very good health.

9 RETAIL ASSESSMENT

- 9.1 This section sets out the applicant's approach to the retail impact assessment taking into consideration the site's location and the requirements of national and local retail policy.

PROPOSED FOODSTORE (SUBJECT TO THIS APPLICATION SUBMISSION)

- 9.2 The proposed development results in a modest uplift in floorspace when set against the previously consented scheme. The changes follow a review my Lidl of their store operating model and bring the proposed store on the site in line with their current specification. Overall, the proposal represent an uplift in floorspace of 806 sq.m GIA when set against the units to be demolished, and 192 sq.m above the previous proposals benefitting from planning permission.

Table 9.1. Differences between Permitted & Proposed Foodstore.

	Gross Internal Area (GIA) (sq.m)	Sales Area (sq.m)	Car Parking Spaces
Permitted Foodstore (130189/FO/2021)	2,129	1,372	94
Proposed Foodstore	2,238	1,518	102
Difference	+109	+146	+8
Retail Unit(s)			
Permitted Retail Unit (130189/FO/2021)	96	96	
Proposed Retail Units	190	190	
Difference	+94	+94	
Total Difference	+192	+223	

- 9.3 The proposed Lidl store measures 2,238 sq.m GIA with a net sales area of 1,518 sq.m of which 1,214 sq.m (approx. 80% of net floor space) will be for convenience good sales. A figure of 304 sq.m (approx. 20% of net floor space) has been identified for comparison goods sales. This is considered to represent a robust gross/net breakdown for undertaking a retail assessment.

- 9.4 The two smaller units proposed will have a total GIA of 190 sq.m (95 sq.m each). In total the development as proposed will provide 2,428 sq.m (GIA) of floorspace across the site.

POLICY REQUIREMENT

- 9.5 The starting point for determining a planning application is Section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004, which confirm that planning applications *"must be determined in accordance with the development plan, unless material considerations indicate otherwise"*.
- 9.6 Development Plan Policy C9 states that the level of detail within impact assessments for proposals of less than 2,500 sq. m gross floorspace should be proportionate to the scale and nature of the development proposed and its likely effects on designated centres. For all proposals of 2,500 square metres gross floorspace and over, a full assessment will be required.
- 9.7 Furthermore, supporting policy text states that the impacts of **out-of-centre development will vary across the City and will need to be considered on a case-by-case basis** [Our emphasis], although the Council considers that development of less than 650 square metres gross will generally be of local significance only.

9.8 In light of the above, development proposals over 2,500 sq.m require a full assessment of impact. The development proposed in this case only results in a net increase of new retail floorspace of just 192 sq.m above that granted planning consent (Ref. 130189/FO/2021). Given that the proposals subject to this assessment only represent a small uplift in floorspace already found to be acceptable in principle, it is considered that a full assessment of impact is not required for this development. In turn, a proportionate impact test considering the following elements will be provided below:

- Theoretical capacity to accommodate the proposed development within a defined area;
- The qualitative impact of the proposal on Town Centre vitality and viability, including local consumer choice and trade in identified centres and wider area.

9.9 Each retail test addressed below is therefore assessed on the basis set out above.

PROPOSED CATCHMENT AREA

9.10 A typical discount retail store will serve a compact 5-minute drive-time core catchment. This reflects the fact that Lidl stores provide a neighbourhood shopping facility reflecting their comparatively limited retail offer. On this basis, it is therefore considered that majority of customers of the new Lidl store will from within this 5-minute catchment area. In addition, this catchment area was previously accepted by the LPA. For reference, a copy of the proposal's catchment can be found at **Appendix 3**.

QUANTITATIVE ASSESSMENT

9.11 In light of the site's recent planning history, it is important to understand – in quantitative terms – the differences between proposal's granted planning consent (Ref.1030189/FO/2021) and the development currently proposed. As such, the proceeding sub-sections provide an overview of benchmarked turnovers for the consented and proposed development. For the readers assistance, a full set of economic tables – providing more detail – can be found at **Appendix 6**.

Proposed vs Permitted Development Turnovers

9.12 For the purposes of this assessment, the turnover of the proposed Lidl store is based on published benchmarked (company average) convenience and comparison goods sales densities (£ per sq.m). Published benchmarks are in a 2023e price base, and have been readjusted to 2022 prices, in order to keep the price base consistent with Experian data; which are formulated in 2022 prices.

9.13 Published sales densities for the Lidl foodstore are sourced from GlobalData (December 2023); which is the most up-to-date dataset at the time of writing. The use of the GlobalData figures for retail assessments is now a standard practice for all Lidl planning applications across the country.

9.14 Given that the end occupier(s) for the adjacent small retail units have not been identified, it has been assumed that these small units could generate £5,000 per sq.m. This assumption is broadly based on the average turnovers of typical retail park comparison goods retailers. The assessment also assumes that 100% of the proposed floorspace for these units could be used for retail sales. The reality is that some of this floorspace will be dedicated to back of house facilities; facilities that cannot be fully outlined until end occupier requirements are finalised. Accordingly, it is considered utilising 100% of the proposed floorspace provides a robust assessment of potential turnover from this unit(s).

9.15 Growth assumptions take into account predicted annual growth in consumer convenience and comparison goods spending from a 2022 base year to 2029. These assumptions are sourced from Experian.

9.16 The base year for the assessment is 2024 (current year of the proposal submission), whilst the design year will be 2029. This allows for a five year review, if the proposal where to be built and operational by March 2025.

9.17 In light of the above, Table 9.2 below provides benchmarked turnovers for the permitted and proposed Lidl store, and also outlined the differences between the two schemes.

Table 9.2. Benchmarked Turnover Difference Between Permitted and Proposed Development

2024	Permitted Foodstore Turnover (£m)	Proposed Foodstore Turnover (£m)	Difference in Turnover (£m)
Convenience	£11.42	£12.63	£1.21
Comparison	£0.61	£0.68	£0.07
Total	£12.03	£13.31	£1.27
2029			
Convenience	£11.51	£12.73	£1.22
Comparison	£0.69	£0.76	£0.08
Total	£12.20	£13.49	£1.29

Source: Table 1a. Appendix 6.

- 9.18 The current proposal (subject to this application) represents a minor net uplift in net sales area of just 223 sq.m when compared to the currently consented proposal. Overall, it is considered that the principle of 1,372 sq.m of the proposed 1,518 sq.m of net sales floorspace – and resultant turnover – has already been deemed acceptable in planning terms. As such, it is considered that the overall material consideration should be on the proposed uplift in sales area (and resultant uplift in turnover) impact on the vitality and viability of existing town centres; and its impact on planned public and private sector in-centre investment.
- 9.19 In light of the above, Table 9.2 above demonstrates that the proposed development represents a circa. 11% uplift in total turnover over the permitted development; with the proposed store's turnover raising by just £1.27m (2024) from £12.03m to £13.31m. For 2029, this increase will equate to £1.29m in additional turnover.
- 9.20 Regarding the proposed adjacent unit(s), Table 9.3 below outlines benchmarked turnovers and differences between both schemes.

Table 9.3. Benchmarked Turnover – Smaller retail Unit(s).

	Permitted Retail Unit	Proposed Retail Units	Difference (sq.m / £m)
Indicative Net Sales Area (sq.m)	96	190	94
2024 Sales (£m)	£0.49	£0.93	£0.46
2029 Sales (£m)	£0.54	£1.04	£0.51

Source: Table 1b. Appendix 6.

- 9.21 Predicted trade from the proposed units will see an increase from £0.49m to £0.93m in 2024, raising from £0.54m-£1.04m by 2029.
- 9.22 Overall, the potential uplift in benchmarked turnover between the permitted scheme and the current proposal is envisaged to be £2.09m in 2024, falling to £1.81m by 2029. This figure represents a circa. 14% uplift in total turnover, over the permitted development.
- Available Expenditure & Potential Trade Draw**
- 9.23 Rapleys has undertaken a comparison of available expenditure with the agreed 5-minute drive time catchment area, against the benchmark turnover of the permitted scheme and the proposed development. This assessment is fully outlined in Appendix 6 but for ease of reference, is summarised for the year 2024 within Tables 9.4 to 9.6, below.

Table 9.4. Available Convenience Expenditure vs Development

	Permitted	Proposed	Difference
	2024	2024	2024
Catchment Area Available Expenditure (£m)	£121.19	£121.19	
Convenience Turnover (£m)	£11.42	£12.97	£1.54
Percentage of Total Available Convenience Expenditure (%)	9.43%	10.70%	1.27%
Expenditure Remaining (£m)	£109.76	£108.22	-£1.54

Source: Tables 4 & 5. Appendix 6.

Table 9.5. Available Comparison Expenditure vs Development

	Permitted	Proposed	Difference
	2024	2024	2024
Catchment Area Available Expenditure (£m)	£138.13	£138.13	
Comparison Turnover (£m)	£1.08	£1.63	£0.55
Percentage of Total Available Comparison Expenditure (%)	0.78%	1.18%	0.40%
Expenditure Remaining (£m)	£137.05	£136.50	-£0.55

Source: Tables 4 & 5. Appendix 6.

Table 9.6. Total Available Expenditure vs Development

	Permitted	Proposed	Difference
	2024	2024	2024
Catchment Area Available Expenditure (£m)	£259.32	£259.32	
Total Turnover of Development (£m)	£12.50	£14.60	£2.09
Percentage of Total Available Expenditure (%)	4.82%	5.63%	0.81%
Expenditure Remaining (£m)	£246.82	£244.72	-£2.09

Source: Tables 4 & 5. Appendix 6.

- 9.24 Tables 9.4 to 9.6 above demonstrate marginal increases in monetary and market share percentages between the permitted scheme (Ref. 130189/FO/2021) and the proposed development. Overall, the proposed changes will add an addition £2.09m (2024) in turnover which equates to just 0.81% of the existing available expenditure within the store's catchment area.. The diminutive nature of the proposed floorspace uplift can be considered in these terms. This assessment assumes that 100% of the proposal's trade will be drawn from the proposal's 5-minute catchment. However, as is always the case with these types of development, there will be a proportion of the proposal's customer base that will be drawn from locations outside of this catchment area.
- 9.25 Whilst the proposed development will not draw 100% of its trade from within its catchment area, the above exercise (shown in Tables 9.4 to 9.6) does illustrate that in the event that all of the proposal's trade did come from within the catchment area, it could easily be supported with £259.32m (2024) from the catchment area still going elsewhere in terms of overall spend. The overall turnover of the proposed store only represents circa. 8% of the overall spend within the catchment area.

- 9.26 Drawing on the distribution of existing convenience facilities and the local network, it is estimated that a proportion of the proposed store's turnover will be drawn from the existing Asda (Stockport Road), Asda (Stanley Grove), Aldi (Kingsway), Lidl (Stanley Grove) and Sainsbury's (Wilmslow Road) stores, as well as the Tesco Superstore (Burnage Lane); as these facilities are similar in nature and/or are dominant stores located within relatively close proximity to the site. However, the likely level of additional trade diversion (£2.09m) from these facilities and the associated impact, will not be of a level which would constitute a significant adverse impact, given the small-scale nature of the Lidl foodstore and its trading characteristics.
- 9.27 Furthermore, it is pragmatic to conclude that a proportion of inflow expenditure can be anticipated to the proposed Lidl. There are clear sustainable benefits to be secured from 'shopping locally' whilst it is acknowledged that a proportion of turnover will also be likely to be captured from a wider area, reflecting the site's location along a main commuter route towards the City Centre.
- 9.28 Birchfields Road has a traffic flow of circa. 11,000 vehicles per day and as such, it is reasonable to assume that individuals traveling along this route into or out of Manchester City Centre for work or leisure purposes will utilise the proposed Lidl foodstore.
- 9.29 Based on all of the above, it is considered that the proposal fully complies with the requirements of development plan and NPPF policies, and will not cause any significant adverse impacts on the vitality and viability of any one centre either within or outside of its 5-minute drivetime catchment.

Effect on Consumer Choice

- 9.30 Further discount convenience retail provision will provide much needed choice and competition with the catchment area, particularly in light of its limited discount provision at present. Currently, the existing discount retail offer in the catchment or in close proximity to the catchment comprises of just one discount convenience unit (Aldi) to the south of the site. Therefore, the introduction of the proposed Lidl will provide a greater range of convenience shopping provision for the Fallowfield area, allowing residents to shop locally and sustainably.

IMPACT OF THE PROPOSAL UPON EXISTING, COMMITTED AND PLANNING PUBLIC AND PRIVATE INVESTMENT IN A CENTRE OR CENTRES IN THE CATCHMENT AREA OF THE PROPOSAL.

Vitality and Viability of Centres within the Catchment

- 9.31 The NPPG advises that a judgement as to whether the likely adverse impacts are significant can only be reached in the context of understanding the current vitality and viability of any affected defined centres within the catchment.
- 9.32 Given the marginal uplift in trade draw and resultant impact, it is considered that the assessed centres (in Section 8) will continue to be in good health, post development implementation.
- 9.33 From the research we have undertaken, we are not aware of any existing, committed or planned public and private investment within the assessed retail centres, or any other retail centre that could be adversely affected by the proposed development.
- 9.34 Accordingly, the development is therefore considered to be fully compliant with this criterion of paragraph 94 of the NPPF.

SUMMARY

- 9.35 In summary, it has been demonstrated within the above analysis that the application proposal will not have a significant adverse impact on the vitality and viability of Fallowfield District Centre or any other centre within the study area/Borough; or within the proposal's 5-minute core drivetime catchment area.
- 9.36 The proposal will deliver many benefits for local residents, including an improved range and choice of convenience goods in the Fallowfield area, increased employment opportunities, reduced journey times for residents, and increased scope for use of sustainable modes of transport.

- 9.37 In summary, it is considered that the proposals are in accordance with the NPPF, NPPG, and all retail related Development Plan policies.

10 PLANNING ASSESSMENT

10.1 From the preceding review and analysis of the planning policy, guidance and material considerations relevant to the site and the proposals, the key planning issues relevant to the determination of this application area as follows:

- Principle of Development;
- Retail Policy Issues;
- Economic Benefits;
- Transportation and Highways;
- Design and Layout;
- Impact on Neighbour Amenity;
- Noise Pollution;
- Flood Risk and Drainage;
- Air Quality;
- Landscaping;
- Ecology;
- Contamination Land; and
- Sustainability.

PRINCIPLE OF DEVELOPMENT

10.2 This application seeks full planning permission for the erection of a new Lidl foodstore (Use Class E) comprising 2,238 sq.m Gross Internal Area (GIA) with a net sales area of 1,518 sq.m; 102 car parking spaces (including 6 disabled spaces, 9 Parent & Child spaces, 2 electric vehicle charging (EVC) spaces); and a trolley bay located adjacent to the store entrance. The proposal also includes a 2no. new sub-let units to replace the existing Unit 4 within the Retail Park, and each of these will have a GIA of 95 sq.m.

10.3 The site is brownfield and located on an existing retail park which has an open retail consent. Therefore, the principle of the site's redevelopment should be supported.

10.4 As set out above, the proposed development is located within a sustainable location on an existing retail park. Therefore, subject to demonstrating compliance with the retail planning tests, the proposed development is acceptable, subject to relevant development management policies being addressed appropriately.

RETAIL POLICY ISSUES

10.5 As the site is deemed out-of-centre location (in retail policy terms), it is considered that there are two main policy issues to address as part of these redevelopment proposals, relating to the need for a sequential and impact test.

10.6 Paragraph 91 of the NPPF confirms Local Planning Authorities should apply a sequential test to planning applications for main town centre uses (including retail) that are not in an existing centre and are not in accordance with an up-to-date Development Plan.

10.7 Paragraph 92 of the NPPF confirms when considering edge-of-centre and out-of-centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge-of-centre sites are fully explored.

10.8 Paragraph 94 of the Framework advises that when assessing applications for retail development outside of town centres, which are not in accordance with an up-to-date Local Plan, Local Planning Authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold.

10.9 The application is supported by an appropriate retail assessment which in line with the NPPF considers the impact of the proposed new Lidl food store which is a main town centre use (as defined by the NPPF). The assessment provides a robust assessment of the main town centre uses on both an impact and sequential basis, concluding that the scale and nature of the retail use proposed would not be in direct competition with existing centres.

- 10.10 The sequential assessment set out in this Statement has demonstrated that there are no sequentially preferable sites within, or on the edge of the identified centres within the catchment which could accommodate the scale and form of development for which permission is sought. The proposed development is therefore considered compliant with paragraph 86 of the NPPF.
- 10.11 The proposal would enable the provision of a 2,238 sq.m GIA (Use Class E) discount food store which cannot be readily accommodated within a nearby Town Centre, and which will also enhance the sustainability of this out-of-centre location. Therefore, given that the Retail Assessment submitted with this application clearly demonstrates that the proposed development cannot be accommodated in a sequentially preferable location, this sustainable out-of-centre location is considered appropriate to accommodate a discount food retailer.
- 10.12 In respect to retail impact, an assessment has been undertaken which demonstrates that the development will not give rise to significant adverse impacts on any defined retail centre, having regard to the currently extant consent for a discount foodstore at the site.
- 10.13 It has been demonstrated in Sections 7, 8 and 9 of this Statement that the proposed development complies with the retail tests and should therefore be deemed acceptable in accordance with national and local policies.

ECONOMIC BENEFITS

- 10.14 It should be acknowledged that a typical Lidl food store will provide 40 full-time equivalent (FTE) jobs, together with a multimillion-pound investment into the area, delivering a significant boost to the local economy. Therefore, the proposal is principally supported by Section 6 of the NPPF which focuses on building a strong and competitive economy.
- 10.15 The economic role is one of the three dimensions for achieving sustainable development. In these terms, the economic role of sustainable development is to contribute to building a strong, responsive, and competitive economy. Particularly, paragraph 80 of the NPPF stipulates planning policies and decisions should help create the conditions in which businesses can invest, expand, and adapt.
- 10.16 Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.
- 10.17 The development proposal in itself represents a significant economic investment by Lidl and will provide approximately 40 job positions once opened which will be taken by local workers.
- 10.18 Lidl offers an excellent work ethic and training opportunities for staff to progress within the company. The development proposals therefore support the local economy of the area and will provide employment opportunities for local people during construction and once the store opened to the general public. The positions will be wide ranging from material and administrative positions in addition to store assistants and cashiers.

TRANSPORTATION AND HIGHWAYS

- 10.19 A Transport Statement and Travel Plan have been prepared by SCP. The Transport Assessment fully appraises the existing transportation conditions and the likely impact of the proposed development.
- 10.20 These documents concluded that the proposed scheme would not result in a material change in conditions on the local highways. Supplementary to this, the transport network benefits from a good level of accessibility from sustainable transport options, reflecting one of the overarching aims of the NPPF.
- 10.21 The accompanying Transport Assessment and Travel Plan provide more details on the access and transport credentials of the proposed development, however for ease of reference the Transport Assessment concludes that the proposed development will not result in any impact with regard to the safety or capacity of the local highway network:

- The scheme proposes a total of 102 car parking spaces, including 5 disabled, 9 parent and child spaces, and 2 electric vehicle charging spaces;
- Pedestrians will be able to access the store from the vehicular access as well as via dedicated pedestrian access points;
- The site is clearly accessible by all non-car modes;
- The assessment shows that there is sufficient capacity on the network to accommodate the proposed development; and
- Personal injury accident data has been obtained. Road safety does not present a material concern in the context of the proposed development.

10.22 It has therefore been demonstrated that the proposal is compliant with Policies T1 and T2 of the Development Plan and the overarching principles of the NPPF.

DESIGN AND LAYOUT

10.23 A Design and Access Statement prepared by Rapleys LLP accompanies this application in support of the proposed development. The report highlights that the design rationale was informed by Lidl's operational requirements within the context of the site constraints and surrounding land uses.

10.24 The store will be located to the east of the site. Parking is incorporated adjacent to the west to the south, with servicing to the north of the store. The layout as proposed aims to attract pass-by trade, which is essential to Lidl's business model.

10.25 The proposed layout is considered to encourage openness and vibrancy whilst ensuring good visibility into the site from the local highway network. The report also states that the proposed layout is functional whilst promoting legibility and excellent natural surveillance that promotes safety as well as positive visual amenity.

10.26 The building will be designed to a high standard using high quality contemporary materials. The building is a single storey building, of contemporary design, and features a single height glazed elevation. The southern elevation will have full height curtain wall glazing, which is an attractive feature of the store. The roof of the store will be slightly pitched, sloping from west to east.

10.27 Overall, the layout and materials used are considered to be in keeping with the surrounding whilst being in accordance with Lidl's operational requirements as well as adhering to the relevant national and local policies.

IMPACT ON NEIGHBOUR AMENITY

10.28 The surrounding properties are predominantly residential, including the properties fronting Birchfields Road to the west of the site. The store is positioned in the eastern half of the site, along the boundary with the railway line. The layout will therefore limit the impact on amenity arising from the proposed development.

10.29 It should be noted that the site is an existing retail park with existing retail uses. Notwithstanding, the proposed layout has been designed in such a way that the proposed development is not considered to adversely impact the amenity of existing or future occupiers within the vicinity.

10.30 On this basis, the scheme is considered to accord with the overarching principles of the NPPF relating to safeguarding amenity.

NOISE

10.31 A Noise Assessment has been undertaken by Miller Goodall in support of the planning application. The report assesses the noise impact of the proposed development and any associated operations.

10.32 Noise modelling has been undertaken to predict the noise levels at the closest sensitive receptors and to assess the likely noise impact associated with the operations of the proposed development. The assessment concluded that the impact of fixed plant and deliveries would be low.

- 10.33 The accompanying Noise Assessment provides further details and analysis.
- 10.34 On this basis, it is considered that the proposed development will not have an adverse impact by way of noise and is therefore in accordance with the Development Plan and overarching principles of the NPPF.

FLOOD RISK AND DRAINAGE

- 10.35 Policy EN14 (Flood Risk) states that development should be directed towards sites with little or no risk of flooding; this should take account of all sources of flooding.
- 10.36 A Flood Risk Assessment with Outline Drainage Strategy prepared by SCP accompanies the planning application in support of the proposed development. The report confirms that the site is located in Flood Zone 1.
- 10.37 The Flood Risk Assessment has reviewed all sources of flood risk to both the proposed development and to existing adjacent developments. The report concludes that discharge by infiltration has been identified as not possible and discharge straight into a watercourse via a new outfall has been discounted, therefore the option identified is to utilise the existing drainage infrastructure and outfall. The proposed site surface water discharge flow rate will remain as existing.
- 10.38 The Flood Risk Assessment is considered to be commensurate with the development proposals.
- 10.39 On this basis, it is considered that the proposal complies with Policy EN14 of the Development Plan and the overarching principles of the NPPF.

AIR QUALITY

- 10.40 Policy EN16 (Air Quality) states the Council will seek to improve the air quality within Manchester.
- 10.41 An Air Quality Assessment has been prepared by Miller Goodall Ltd to assess the impacts of the proposed development and any associated operations on air quality.
- 10.42 The Air Quality Assessment considered whether the proposed development could significantly change air quality during the construction phase and the suitability of the site for commercial use with regard to air quality. The AQA concludes that the impact of emissions from traffic associated with the proposed development on local air quality at relevant receptors close to the road network surrounding the site is negligible and there is therefore, no reason for this application to be refused on the grounds of air quality.
- 10.43 It is considered that the proposed development is in accordance with Local Policy EN17 and the overarching principles of the NPPF regarding air quality.

LANDSCAPE

- 10.44 The application is supported by a Landscape Plan, prepared by FDA Landscape.
- 10.45 Overall, the proposed landscaping will represent a significant enhancement to the visual amenity of the location by providing improved landscaped areas across the site. The proposed landscaping forms an intrinsic element of the overall design of the development proposal and is of a high standard in line with the policy objectives. The landscaping approach is considered appropriate to the proposed use and character of the development.
- 10.46 Therefore, it is considered that the landscaping scheme proposed accords with the Development Plan, and the overarching principles of the NPPF regarding landscaping.

ECOLOGY

- 10.47 Policy EN15 (Biodiversity and Geological Conservation) states that the Council will seek to maintain or enhance sites of biodiversity and geological value.
- 10.48 An Ecological Appraisal has been prepared by Enzygo in support of the planning application.

10.49 The assessment has confirmed the site provides opportunity to incorporate appropriate measures to mitigate any potential impacts to ecological features and to demonstrate 'biodiversity net gain in accordance with NPPF and local planning policy. As such, no significant residual impact can be expected which would prevent determination of a planning application or development of this site.

10.50 On this basis, the proposal is considered to comply with Policy EN15 of the Development Plan, and the overarching principles of the NPPF.

CONTAMINATED LAND

10.51 Policy EN18 (Contaminated Land and Ground Stability) sets the requirements for development proposed on contaminated land.

10.52 A Phase 2 Ground Investigation has been prepared by Remada Ltd. The earliest available historic mapping of 1848 shows the site to be undeveloped fields. Fallowfield Brook bisects the central area of the site, although this appears to have been infilled by 1923. By the mapping of 1934, the site had been redeveloped and occupied by a tramway depot, latterly a bus depot which remained until circa 1992. By 1995 the site had been redeveloped again to its present form as part of Fallowfield Retail Park. A variable thickness of made ground was encountered beneath the site which was encountered to at least 4m in thickness and further investigation would be required to establish the presence and depth to bedrock underlying the site.

10.53 The results of four rounds of gas monitoring visits placed the site into Characteristic Situation 1 and therefore ground gas protection measures will not be required within the proposed buildings.

10.54 On this basis, the ground conditions at the site are not prohibitive to the development proposed being delivered. As such, the proposal is considered to comply with Policy EN18 of the Development Plan and the principles outlined in the NPPF.

SUSTAINABILITY

10.55 Lidl undertakes a variety of sustainability measures as standard procedure in the operation of their stores. These measures minimise the environmental impact of the store and are set out within Section 5 of this Statement. the application is also supported by an Environmental Standards Statement with accompanying Energy Analysis.

10.56 As set out, Lidl stores are designed, built and operated to industry leading standards and the company is constantly looking for new and creative ways of reducing energy consumptions and emissions.

10.57 In terms of 'passive' design strategies, the proposal ensures that natural daylighting is maximised which reduces dependency on electric lighting and the associated running costs and carbon emissions. The design of the building will also incorporate enhanced fabric efficiencies and thermal mass to facilitate stabilising any temperature fluctuations within the building thereby reducing heat gains and/or losses.

SECURE BY DESIGN

10.58 The proposed development has been designed in such a way to minimise anti-social behaviour and crime, and a Crime Impact Statement has been prepared alongside the planning application. The recommendations of the Crime Impact Statement have been considered and followed where possible. They have been considered both in the context of security, Lidl's operational requirements, and ongoing maintenance.

10.59 Considering the above, the proposal accords with the overarching principles of both local and national policy regarding secure by design.

SUMMARY

10.60 The proposed development is located within a sustainable location on an existing retail park. The principle of redevelopment should therefore be supported.

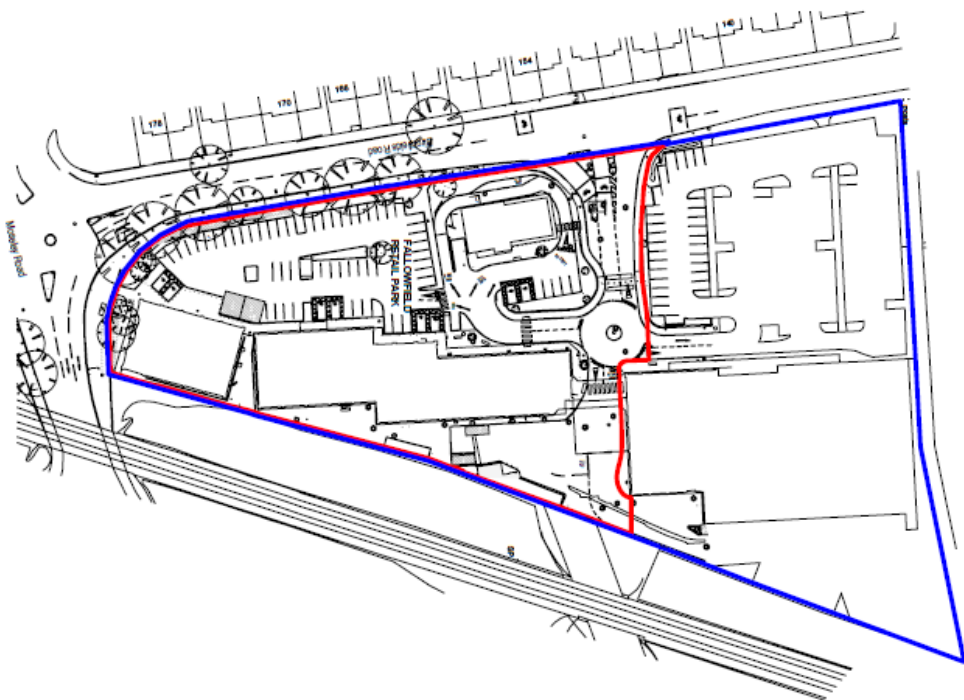
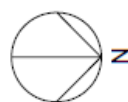
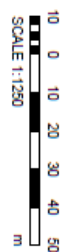
- 10.61 The redevelopment of the site into a new Lidl foodstore will also guarantee the regeneration of the site creating around 40 new jobs, significantly boosting the local economy.
- 10.62 The proposed development has been designed to be sympathetic to its locality ensuring that the amenities of existing residents in the surrounding area are protected.
- 10.63 In summary, and for the reasons set out above, it is considered that the proposed development is in accordance with the Development Plan and the NPPF.

11 SUMMARY AND CONCLUSIONS

- 11.1 This Statement has assessed the proposed development against the NPPF, relevant policies contained within the Development Plan and other relevant material considerations.
- 11.2 It is concluded that the proposal is in accordance with national policy and the Development Plan, and there are no other material considerations that indicate planning permission should not be forthcoming. The development proposals constitute sustainable development for the following reasons:
- The proposal comprises a brownfield site and will provide a new discount foodstore for the residents in the area;
 - The proposal will improve customer choice and enhance the shopping experience for shoppers in the southern part of Manchester and the neighbouring areas, and will promote sustainable travel patterns;
 - The proposals full comply with both the sequential and retail impact tests set out within the NPPF;
 - The proposed building will provide a clean and contemporary design that will be complimentary to the visual character of the surrounding area;
 - There will be a positive economic impact as a result of new employment and increased earnings in the local area; and
 - New improved landscaping will be provided throughout the site, providing a high level of visual amenity.
- 11.3 Overall, the proposed scheme adopts the principles of sustainable development, in relation to social, economic and environmental factors. The proposal accords with the emphasis in national policy contained within the NPPF, which confirms a presumption in favour of sustainable development.
- 11.4 In these terms, it has been demonstrated that the scheme complies with relevant policy as set out within the NPPF and the Development Plan. Therefore, the application should be fully supported.

Site Location Plan





BOUNDARY SCHEDULE			
BOUNDARY	NOSE	50.0	50.0
BOUNDARY	NOSE	2.0	2.0
BOUNDARY	NOSE	4.50	4.50

Architects are to be notified of any discrepancies. Contractors must check all dimensions on site. This drawing is subject to copyright laws and is for use on this project only. The drawing is to be used solely for the information as stated only. For other information refer to the description of any cross referenced drawings. To be used in conjunction with relevant design documents.

This is a colour drawing. In order to ensure any subsequent reproduction is correct, colour should be printed in full colour.

C3	PLANNING PACK	17.10.23	SI	JM
C2	AMENDMENTS	01.02.22	MM	JM
C2	ISSUED FOR			
C1	PLANNING	09.04.21	DM	JM
P1	First Issue	09.10.20	DM	JM
Rev	Drawings	Date	Dim	Dim

PLANNING

SMP
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ARCHITECTS

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Project
Falconfield Retail Park

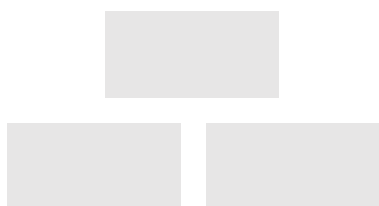
Client



Drawing Title
SITE LOCATION PLAN

File Ref	Origin	Drawn	Check	Scale	Drawn
7397-00-001	7397-00-001	7397-00-001	7397-00-001	1:1250	DM

130189/FO/2021 – Decision Notice



Important – Planning permission & notices of consent

Compliance with conditions

- Your planning approval or consent is attached. It will contain conditions that you must comply with.
- Please read the conditions and understand their requirements and restrictions, for example submission and approval of details or measures to protect trees.
- Some conditions will require action before you start development and it is imperative that you seek to have these discharged before any work commences.
- Whilst every effort has been made to group conditions logically, it is your responsibility to ensure that you are aware of the requirements and/or restrictions of all conditions.
- If you fail to comply with the conditions this may result in a breach of planning control and this may lead to enforcement action.
- Failure to comply with conditions may also result in the development not being lawful.
- It is in your interests to demonstrate that conditions have been complied with. Failure to do so may cause difficulties if the property is sold or transferred.
- A fee is payable for each request to discharge conditions.
- For advice on any of these matters, please contact Planning, Manchester City Council, PO Box 532, Town Hall, Manchester M60 2LA or email planning@manchester.gov.uk

Town & Country Planning Act 1990 (as amended)

Planning Permission

Applicant

Lidl Great Britain Limited
C/o Agent

Agent (if used)

Mr Jonathan Harper
Rapleys LLP
55 Spring Gardens
Manchester
M2 2BY

Part 1 – Particulars of the application/development

Proposal: Demolition of existing units 4, 5, 6, 7, 8, and 10 and erection of a single storey building to form new retail foodstore (Use Class E) and separate hot food delivery unit (sui generis) with associated car parking and landscaping.

Location: Fallowfield Shopping Centre , Birchfields Road, Manchester, M14 6FS

Date of application: 26 April 2021

Application number: 130189/FO/2021

Part 2 – Particulars of decision

Manchester City Council gives notice that the development referred to in Part 1 has been **Approved** in accordance with the application and plans submitted subject to the condition(s) listed below (if any).

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

Condition(s) attached to this decision

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Site Location Plan (7397-SMR-00-XX-DR-A-2001-A3-C2);
Existing Site Plan (7397-SMR-00-XX-DR-A-2002-A3-C2);

Proposed Site Plan (7397-SMR-00-XX-DR-A-2003-A3-C2);
External Works Plan (7397-SMR-00-DR-DR-A-2004-A3-C2);
Proposed GA Floor Plans (7397-SMR-00-ZZ-DR-A-2005-A3-C2);
Proposed Elevations (7397-SMR-00-ZZ-DR-A-2006-A3-C2);
Site Sections (7397-SMR-00-ZZ-DR-A-2010-A3-C2); and
Proposed Roof Plan (7397-SMR-00-ZZ-DR-A-2108-A3-C1).

Received by the City Council as Local Planning Authority on 10 February 2022.

Landscape Plan (R/2472/1A) - received by the City Council as Local Planning Authority on 23 March 2022.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Core Strategy.

3) With the exception of demolition, no above ground development that is hereby approved shall commence unless and until samples and specifications of all other materials to be used on all external elevations of the development, have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the agreed materials.

Reason - To ensure that the appearance of the development is acceptable to the City Council as Local Planning authority, in the interests of the visual amenity, pursuant to policies SP1, EN3 and DM1 of the Core Strategy.

4) Notwithstanding details submitted, prior to the commencement of development, a construction management and demolition management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include;

- Measures to control noise and vibrations;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

The development shall only be carried out in accordance with the approved construction management/demolition management plan.

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

5) (a) Prior to occupation of the proposed retail store (Class E), details of a local labour agreement in order to demonstrate commitment to recruit local labour for the operational element of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) The approved document shall be implemented as part of the occupation of the development. Within six months of the first occupation of the development details of the results of the scheme shall be submitted for consideration.

Reason - To ensure the applicant has demonstrated a commitment to recruiting local labour, pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

6) The development hereby approved shall be implemented in accordance with the submitted Phase 1 Site Investigation and Preliminary Risk Assessment (Ref: 806.01.01) and Phase 2 Ground Investigation Report (Ref: 806.-02.01), produced by Remada and received by the City Council as Local Planning Authority on 6 September 2021 and 26 April 2021 respectively.

Prior to occupation of the units hereby approved, details of a watching brief, an analysis of any imported soils and any waste transfer notes, shall be submitted for approval in writing by the City Council as Local Planning Authority. The development shall then be carried out in accordance with the approved details.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

7) When the development commences, the development shall be carried out in accordance with the previously agreed Phase 2 Ground Investigation (Ref: 806.02.01, received by the City Council as Local Planning Authority on 26 April 2022. Following completion of the development, a verification report shall be submitted to confirm no contamination was found. This shall be submitted to and approved in writing by the City Council as Local Planning Authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

8) The retail unit (Class E) hereby approved shall not be open outside the following hours:-

07:00 to 23.00 hrs Monday to Sunday;
10.00 to 17.00 hrs Sundays and Bank Holidays;

Reason - To safeguard residential amenity, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

9) The hot food delivery unit (sui generis) hereby approved shall not be open outside the following hours:

11.30 to 00.00 hrs daily.

Reason - To safeguard residential amenity, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

10) Deliveries, servicing and collections, including waste collections shall not take place outside of the following hours:

07.30 to 20.00 hrs Monday to Saturday;

No deliveries/waste collections on Sundays and Bank Holidays.

Reason - To safeguard the amenities of nearby occupiers, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

11) The development hereby approved shall only be implemented in accordance with the physical security specifications outlined within sections 3.3 and section 4 of the submitted Crime Impact Statement (Ref: 2020/0499/CIS/01 - version A) dated 14 April 2021, received by the City Council as Local Planning Authority on 26 April 2021.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

12) Notwithstanding details submitted, none of the units hereby approved shall be occupied until space and facilities for staff and visitor bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as Local Planning authority. The bicycle parking shall be secure and weatherproofed and shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

13) The landscaping scheme incorporating replacement tree planting shown on Landscape Plan (R/2472/1A), received by the City Council as Local Planning Authority on 23 March 2022 shall be implemented in full prior to the first occupation of the units hereby approved. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1 and DM1 of the Manchester Core Strategy.

14) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

- (a) No retained tree shown on the approved drawings shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)
- (b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.
- (c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy.

15) Prior to first occupation of the commercial units hereby approved, the bio-diversity enhancement measures detailed within Section 5 of the submitted Ecological Impact Assessment (Ref: MAN.1230.027.EC.R.00) produced by Enzygo, received by the City Council as Local Planning Authority on 26 April 2021 shall be implemented in full and retained and maintained thereafter.

Reason -To mitigate the loss of vegetation and to promote bio-diversity, pursuant to policy EN15 of the Manchester Core Strategy and the National Planning Policy Framework.

16) Notwithstanding details submitted, a detailed Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the units hereby approved. In this condition a Travel Plan means a document which includes:

- (1) The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;
- (2) A commitment to surveying the travel patterns of staff and customers during the first three months of the development and thereafter from time to time;
- (3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
- (4) Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To reduce dependency on the car travel and to promote alternative means of transport, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

17) The commercial units hereby approved shall not be occupied until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of any new boundary treatment/gates to be erected. The development shall only be carried out in accordance with the approved details and shall thereafter be retained.

Reason - In the interests of security and to ensure that the appearance of the development is acceptable to the City Council as Local Planning Authority in the interests of the visual amenity of the area within which the site is located, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

18) Prior to the first occupation of the units hereby approved, a Car Park Management Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The Car Park Management plan shall include details of car park information/directional signage, staff parking, space allocation between competing uses, marshalling arrangements at busy times and any time limitations on parking. The agreed Car Park Management plan shall be implemented as part of the development and remain in use so long as the approved uses are operational.

Reason - To mitigate harm to the operation of the highway and the amenity of noise sensitive occupiers, pursuant to policies DM1 and SP1 of the Manchester Core Strategy

19) The electric vehicle charging points shown on drawing referenced 7397-SMR-00-XX-DR-A-2003-A3-C2, received by the City Council as Local Planning Authority on 10 February 2022, shall be installed and operational prior to the commercial units hereby approved being occupied and be retained thereafter.

Reason - In the interest of air quality, pursuant to policies DM1 and EN16 of the Manchester Core Strategy.

20) The accessible parking spaces shown on drawing referenced 7397-SMR-00-XX-DR-A-2003-A3-C2, received by the City Council as Local Planning Authority on 10 February 2022, shall be implemented prior to the commercial units hereby approved being occupied and be retained thereafter.

Reason - To ensure sufficient accessible car parking provision, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

21) Notwithstanding details submitted, prior to the first occupation of the retail unit (Class E) hereby approved, a Servicing Strategy shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The strategy shall include details of the number and frequency of deliveries/collections, vehicle sizes, delivery times, noise management, access and safety arrangements. The agreed Strategy shall be implemented as part of the development and remain in use so long as the approved uses are operational.

Reason - To mitigate harm to the operation of the highway and the amenity of noise sensitive occupiers, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

22) Prior to the commencement of development, A BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. Confirmation of the agreement and the agreed measures shall be submitted to

approved in writing by the City Council as Local Planning Authority prior to works commencing on site. The development shall only be implemented in accordance with the measures agreed by Network Rail.

Reason - To safeguard adjoining railway land and in the interest of public safety, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

23) Notwithstanding details submitted, none of the commercial units hereby approved shall be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse for both units, has been submitted to and approved in writing by the City Council as Local Planning Authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of public health and residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

24) Before the hot food delivery unit use commences, a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with saved policy DC10 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

25) Prior to any above ground works commencing, an Environmental Standards report shall be submitted to and approved in writing by the City Council as Local Planning Authority. A post construction review certificate/statement shall be submitted for approval upon completion of the development.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy.

26) Notwithstanding details submitted, no above ground development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the City Council as Local Planning Authority.

In order to avoid/discharge the above drainage condition the following additional information has to be provided:

- Maximised integration of green SuDS components if practicable, to compensate for the proposed loss of bioretentive features on-site. An appraisal of green SuDS components demonstrating maximised integration should be submitted;

- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within

Levenshulme Fallowfield Critical Drainage Area. Please note that all new connections to the watercourses shall comply with reduction of flows to Greenfield runoff rates;

- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations;
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;
- Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required;
- Where surface water is connected to the ordinary watercourse, agreement in principle from Manchester City Council as Lead Local Flood Authority is required. Please note that all new connections to the watercourses shall comply with reduction of flows to Greenfield runoff rates. An email of acceptance of proposed flows and/or new connection will suffice.
- Where surface water is connected to ordinary watercourse, any works within or adjacent to the watercourse that would affect it would require consent from Manchester City Council as Lead Local Flood Authority;
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice;
- For sites where proposed development would cause unusual pollution risk to surface water (large car park areas (>50 parking spaces) or industrial estates), evidence of pollution control measures (preferably through SuDS) is required.
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN8 and EN14 of the Manchester Core Strategy.

27) The development hereby approved shall not be occupied until details of the implementation, maintenance and management of a sustainable drainage scheme have been submitted to and approved by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- A verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system, pursuant to policy EN17 of the Manchester Core Strategy.

28) a) Any externally mounted ancillary plant, equipment and servicing to be installed shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to its installation, the scheme shall be submitted to and approved in writing by the City Council as Local Planning Authority in order to secure a reduction in the level of noise emanating from the site.

b) Prior to any externally mounted ancillary plant, equipment and servicing to be installed becoming operational, an approved verification report shall be submitted to and approved in writing by the City Council as Local Planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non - conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1 and SP1 of the Manchester Core Strategy.

29) The development hereby approved shall be implemented in accordance with the criteria and noise mitigation measures detailed within the submitted Noise Assessment (Ref:102452_V3), produced by Miller Goodall, dated 16 April 2021 and received by the City Council as Local Planning Authority on 26 April 2021.

Reason - To safeguard the amenity of nearby properties, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

30) Prior to commercial units hereby approved becoming operational, a Noise Management Plan (NMP) shall be submitted to and approved in writing by the City

Council. The NMP shall include an assessment of noise from all activities associated within loading bays and service yards. Where applicable, the noise assessment should take account of multiple noise sources operating simultaneously and report the cumulative impact. The noise impact of the development should be controlled to the criteria set out in the City Council's Planning and Noise Technical Guidance.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

31) The development hereby approved shall only be implemented in accordance with the agreed lighting details shown on drawings referenced 00 (design notes and luminaire schedule) and 01 (lighting layout), received by the City Council as Local Planning Authority on 27 April 2021 and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

32) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as Local Planning Authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

33) Prior to the commencement of above ground works, full details of all necessary off-site highway works, to be implemented via a S.278 agreement, shall be submitted to and approved in writing by the City Council as Local Planning Authority and be implemented in accordance with a timescale to be agreed by the City Council as Local Planning Authority. Such works should include:

- The provision of signal-controlled pedestrian facilities at the Birchfields Road access junction;

- Bus stop improvements to the nearest bus stops to the site. Namely, seat provision;

- Improvements to pedestrian routes serving the development the north and east of the site, including the path along the boundary between the retail park and the neighbouring school, the route that leads to the halls of residence (Unsworth Park), the uncontrolled crossing at Kingsway/Moseley Road roundabout. The improvements shall entail new dropped kerbs and tactile pavement to crossing points and the resurfacing of the central crossing section across the central reserve adjacent to the Kingsway/Moseley Road roundabout.

The development shall not be occupied until all the necessary off-site highway works have an agreed timescale for implementation.

Reason - To encourage walking to the site and in the interests of highway safety, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

34) The development hereby approved shall only be carried out in accordance with mitigation measures detailed within the submitted Air Quality Assessment produced by Miller Goodall dated 16 April 2021 received by the City Council, as Local Planning Authority on 26 April 2021.

Reason - To minimise the impact upon air quality and in order to minimise the environmental impact of the development, pursuant to policy EN16 of the Core Strategy, National Planning Guidance and National Planning Policy Framework (NPPF).

35) No development shall commence until detailed design and method statements for all of the ground-floor structures and for any structures below ground level, including piling (temporary and permanent) have been submitted to, and approved by the City Council as Local Planning Authority in liaison with HS2 Ltd which:

- accommodate the proposed location of the HS2 underground and other structures, including any temporary works;
- accommodate ground movements arising from the construction thereof;
- mitigate the effects of sound and vibration arising from the operation of the HS2 railway within the HS2 underground and other structures;
- mitigate the effects on HS2 infrastructure of ground movements arising from the proposed development; and
- mitigate the impacts of electromagnetic transmissions arising during operation of the HS2 railway.

Reasons - to safeguard the HS2 programme and to protect HS2 assets, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

36) The method statements to be submitted shall include arrangements to secure that, during any period when concurrent construction is taking place of both the development hereby permitted and of the proposed HS2 infrastructure in or adjacent to the site of that development, the construction of the HS2 infrastructure is not impeded. The development shall be carried out in all respects in accordance with the approved designs and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraph 1 of this condition shall be completed, in their entirety, before any part of the proposed development building(s) hereby permitted is/are occupied.

Reasons - to safeguard the HS2 programme and to protect HS2 assets, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

37) No works below ground level comprised within the proposed development hereby permitted shall be carried out at any time when the HS2 underground construction is in progress within 100 metres of the land on which the development hereby permitted is situated.

Reasons - to safeguard the HS2 programme and to protect HS2 assets, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

38) No signage of any type, including internal window vinyls shall be installed to any areas of glazing or curtain walling. Building advertisements shall be restricted solely to the billboard locations, as shown on drawing referenced 7397-SMR-00-ZZ-DR-A-2006-A3-C2 received by the City Council as Local Planning Authority on 10 February 2022.

Reason - To prevent the proliferation of advertisement and to safeguard visual amenity, pursuant to saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies DM1, EN1 and SP1 of the Manchester Core Strategy.

Informatives

Building Regulations 2010

This permission does not grant approval under Building Regulations.

Street Naming & Numbering Requirements

Manchester City Council is responsible for allocating street naming and numbering within Manchester for new developments or property conversions. Individuals or businesses are not permitted to allocate their own property numbers, building or street names.

If your development includes the creation of new dwellings (either new build or conversion of existing buildings), creation of new commercial properties or the subdivision of existing properties you must ensure that you request new or changes to addresses through us so they can be officially allocated and registered in accordance with the Public Health Act 1925 Sections 17-19 & Greater Manchester Act 1981 Section 22.

Failure to do this may result in difficulties for the developer/occupier when requiring services such as connections to utilities, phone lines and postal services and may delay your development.

You can apply online at the following address:

http://www.manchester.gov.uk/info/100011/roads_parking_and_transport/1988/naming_and_numbering_of_houses_buildings_streets_and_roads/2

City Council records highlight that the underground Fallowfield Brook is located within close proximity to the site (approximately 12 metres to the south and west of the site). Whilst the Council's records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all City Council underground assets. Therefore, it is requested that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and the City Council should be contacted immediately.

Whilst the building to be demolished has been assessed as low risk for bats, the applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

No vegetation or tree clearance required to facilitate the development shall take place during the optimum period for bird nesting (March to August inclusive). All nesting birds their eggs and young are specially protected under the terms of the Wildlife and Countryside Act 1981 (as amended).

Any new signage is likely to require separate advertisement consent. Please contact the City Council as Local Planning Authority prior to any signage or advertisement works for further advice.

The applicant is advised that part of the application site is located within land that may be required to construct and/or operate Phase 2b of a high-speed rail line from Crewe to Manchester, known as High Speed Two. Part of the application site is also the subject of a legal agreement between HS2 Ltd and the applicants. It is requested that continued active engagement is maintained between all parties in order to avoid any potential abortive works and/or conflicting development in that location. More information can be found at: <https://www.hs2.org.uk/in-your-area/local-community-webpages/western-leg/>."

Date: 12 May 2022

Signed: 

Julie Roscoe
Director of Planning, Building Control & Licensing

Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA

Notes

1. This permission refers only to that required under the Town and Country Planning Act 1990 does not include any consent or approval under any other enactment, byelaw, order or regulation.

2 If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, they may appeal to the Secretary of State in accordance with Section 78(1) of the Town and Country Planning Act 1990 within six months of the date of the notice of the decision.

The Planning Inspectorate have introduced an online appeals service that can be used to make appeals online. This service is available through the gov.uk website – www.gov.uk/planning-inspectorate. The Inspectorate will publish details of your appeal on the internet. Alternatively If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: 0303 444 5000.

The Secretary of State has power to allow a longer period for the giving of a notice of appeal but they will not normally be prepared to exercise this power unless there are special circumstances that excuse the delay in giving notice of appeal.

If you intend to submit an appeal that you would like examined by inquiry then you must notify the City Council (planning@manchester.gov.uk) and the Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. Further details are on GOV.UK.

3. The statutory requirements are those set out in Section 79(6) of the Town and Country Planning Act 1990, namely Sections 70(1) and 72(1) of the Act.

4. If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that they can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

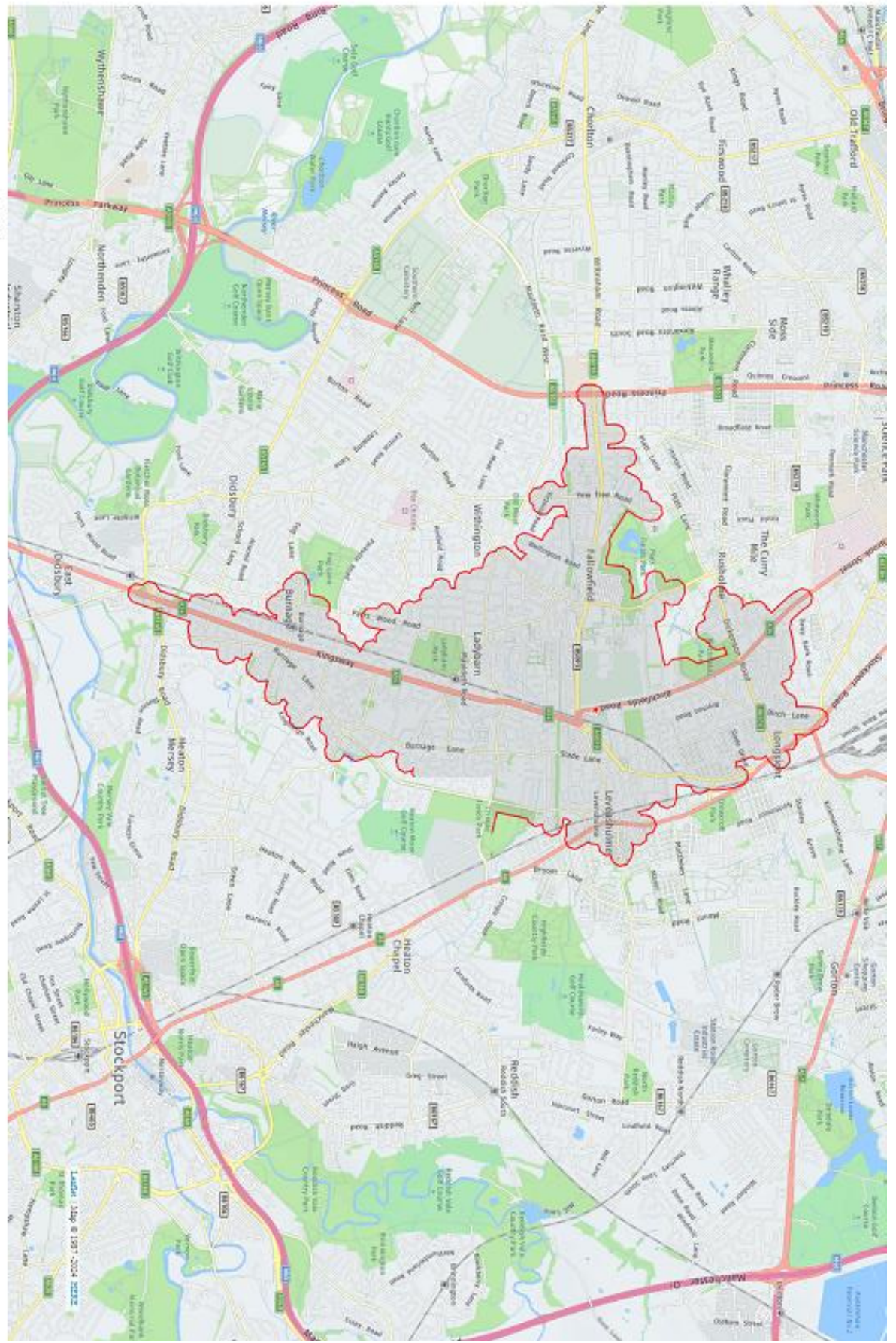
In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990

5. In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to them. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.

5 Minute Drivetime Catchment Map



 LUL Fallowfield
 Update 5 (5 Minutes)
 Copyright © Esri/2023
 Date: 28/03/24



Sequential Site Assessment



SEQUENTIAL ASSESSMENT UPDATE

This Sequential Assessment has been produced by Rapleys LLP, on behalf of Lidl Great Britain Limited, in support of a planning application for the erection of a new Lidl foodstore (Use Class E) and 2no. retail units (sui generis) with associated car parking and landscaping at Fallowfield Retail Park, Birchfield Road, Manchester.

It was previously agreed with the Council, as part of pre-application discussions leading up to planning application 130189/FO/2021, that alternative in-centre and edge-of-centre opportunities in the following centres should be considered as part of the Sequential Site Assessment:

- Fallowfield District Centre;
- Levenshulme District Centre; and
- Withington District Centre.

Given that current proposals, subject to this planning application, are in the same location and of broadly similar scale, the assessment reviews the same centres as above.

Site 1 – Land to the rear of The Firs Villas, Chancellors Way.



Site Description

The site extends to 0.72ha and currently comprises a field bound by mature trees along its western, southern and eastern boundaries.

Site Context

The site is located circa. 200m east of Fallowfield District Centre.

The site fronts onto Moseley Road to the south, Chancellors Way to the east, and Whitworth Lane to the west. The site is bound by a large building known as The Firs, to the north. The site appears to form part of the grounds to this building. The Firs is also Grade II Listed.

There is currently no direct vehicular access to the site. However, access could potentially be created off Chancellors Way or Whitworth Lane.

Policy Position

For the purposes of the sequential test the site is considered to be an 'edge-of-centre' location.

The site is not allocated for any particular uses, nor is it protected in terms of Local Plan Policies.

However, the site does form part of the grounds to a Grade II listed building and is therefore protected by Core Strategy Policy EN3 (Heritage); policy which seeks to protect the character and setting of existing heritage assets.

Planning History

There have been no recent applications which are relevant to determining the suitability or availability of the site.

Suitability

Whilst the site is of a suitable size to accommodate the development proposed, it does form part of the grounds of a Grade II Listed building. In this regard, the development proposed is considered unlikely to be compliant with Policy EN3, as there is likely to be an adverse impact on the character and setting of this heritage asset. As such, the site is discounted as a suitable alternative.

Availability

At the time of the assessment, Rapleys are not aware of any intentions from the landowner to sell the site within a reasonable time period.

Conclusions

For the reasons set out above, it is considered that the site is unsuitable and not reasonably available for a new discount foodstore retailer. It is considered that the identified constraints would not make a viable proposition for a discount food retailer.

Site 2 – Platts Fields Park, Fallowfield.



Site Description

The site extends to 0.85ha and currently comprises green open space.

Site Context

The site is bound by Wilmslow Road to the east, office buildings to the south, tennis courts and a chapel (Platt Chapel) to the north. A public landscaped garden can be found on the site's western boundary.

Platt Chapel is Grade II Listed.

The site is current used as public open space.

Policy Position

For the purposes of the sequential test the site is considered to be an 'edge-of-centre' location.

The site, as public open space, is subject to Core Strategy Policy EN10 (Safeguarding Open Space, Sport and Recreational Facilities). Policy seeks to retain and improve existing spaces. Proposals on these spaces need to re-provide an off-site equivalent or better replacement; or alternatively proposals need to demonstrate that there is a surplus of open space within the area.

Given the adjacent Listed building, the site will also be subject to Core Strategy Policy EN3 (Heritage); policy which seeks to protect the character and setting of existing heritage assets.

Planning History

There have been no recent applications which are relevant to determining the suitability or availability of the site.

Suitability

Whilst the site is of a suitable size to accommodate the development proposed, the site is public open space. The development proposed is unlikely to be policy compliant unless a suitable alternative site for the re-provision of open space can be found in the locality. It is considered that this is unlikely to occur as the Fallowfield area is primarily a low-density residential area surrounded by sports and recreational playing fields already occupied by sports, educational and leisure uses. As such, there are no available alternative sites to re-provide lost open space, as a result of the proposal.

The setting and character of the adjacent Listed Building would also be adversely impacted upon, as a result of the proposal.

In light of the above, it is considered that the site is unsuitable for the development proposed.

Availability

At the time of the assessment, Rapleys are not aware of any intentions from the landowner to sell the site within a reasonable time period.

Conclusions

At the time of the assessment, Rapleys are not aware of any intentions from the landowner to sell the site within a reasonable time period.

Site 3 – Land off Mabfield Road, Fallowfield.



Site Description

The site extends to 0.95ha and currently comprises public playing pitches.

Site Context

To the east and south the site is bound by a public footpath, whilst to the west the site is bound a public skate park and BMX track. An access road towards a public car park fronts onto the site's northern boundary.

The site forms part of Platt Fields open space.

Vehicular access can be had via Mabfield Road, which is a narrow residential road with parking on both sides. This road has limited scope for widening, as terrace housing fronts directly onto it on both sides.

Policy Position

For the purposes of the sequential test the site is considered to be an 'edge-of-centre' location.

The site, as public open space, is subject to Core Strategy Policy EN10 (Safeguarding Open Space, Sport and Recreational Facilities). Policy seeks to retain and improve existing spaces. Proposals on these spaces need to re-provide an off-site equivalent or better replacement; or alternatively proposals need to demonstrate that there is a surplus of open space within the area.

Planning History

There have been no recent applications which are relevant to determining the suitability or availability of the site.

Suitability

The site could potentially accommodate the proposed development in pure floorspace terms. However, the site is public open space. The development proposed is unlikely to be policy compliant unless a suitable alternative site for the re-provision of open space can be found in the locality. It is considered that this is unlikely to occur as the Fallowfield area is primarily a low-density residential area surrounded by sports and recreational playing fields already occupied by sports, educational and leisure uses. As such, there are no available alternative sites to re-provide lost open space, as a result of the proposal.

In addition, it is considered that the existing road network would not adequately accommodate the potential level of vehicular traffic associated with the proposed development.

Furthermore, it is considered that this site lacks main road frontage and prominence which is one of the most crucial operational requirements to ensure a viable proposition for any retail operator. For the reasons set out above, it is not considered that this site is suitable.

In light of the above, it is considered that the site is unsuitable for the development proposed.

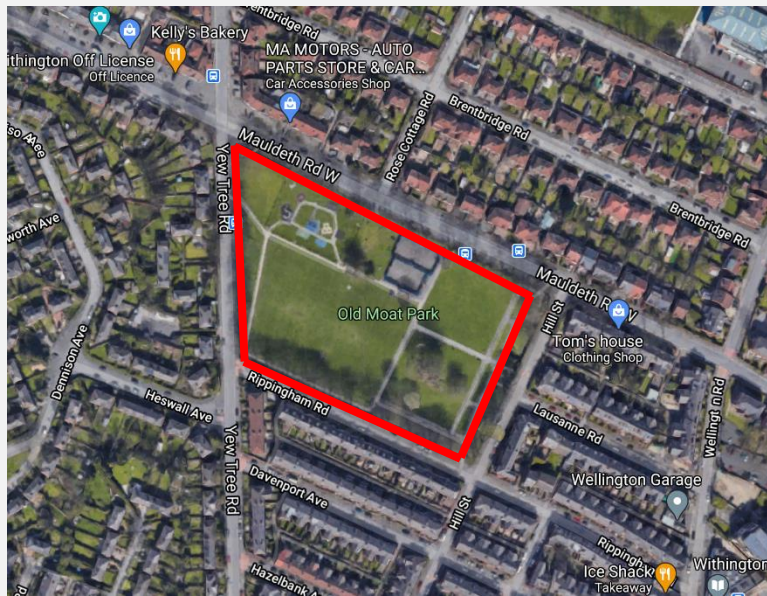
Availability

At the time of the assessment, Rapleys are not aware of any intentions from the landowner to sell the site within a reasonable time period.

Conclusions

For the reasons set out above, the site is not considered to be suitable or reasonably available.

Site 4 – Old Moat Park, Withington



Site Description

The site extends to 1.79ha and currently comprises green open space.

Site Context

The site is bound by Mauldeth Road West to the north, Hill Street to the east, Rippingham Road to the south, and Yew Tree Road to the west. Surrounding uses are residential, with a mix of terrace and semi-detached housing.

The site is public open space with a number of play areas and public footpaths within it. There is current no vehicular access to the site, but access could potentially be had via Mauldeth Road West and Yew Tree Road.

There are no Listed Building's in close proximity to the site.

The site is approximately 150m northwest of Withington District Centre.

Policy Position

For the purposes of the sequential test the site is considered to be an 'edge-of-centre' location.

The site, as public open space, is subject to Core Strategy Policy EN10 (Safeguarding Open Space, Sport and Recreational Facilities). Policy seeks to retain and improve existing spaces. Proposals on these spaces need to re-provide an off-site equivalent or better replacement; or alternatively proposals need to demonstrate that there is a surplus of open space within the area.

The site is also subject to saved UDP Policy WB10 (Leisure and Recreation). This policy seeks to widen the range of activities on areas of open space in order to meet local recreational needs in Withington and other areas in Manchester.

Planning History

There have been no recent applications which are relevant to determining the suitability or availability of the site.

Suitability

The site could potentially accommodate the proposed development in pure floorspace terms. However, the site is public open space. In addition, policy (WB10) seeks to improve recreational facilities in the area; which would imply that there are currently deficiencies in the quantum and quality of open space in the locality. The development proposed is therefore considered unlikely to be policy compliant unless a suitable alternative site for the re-provision of open space can be found in the locality; which by the current policies in place, it appears that no suitable alternative spaces exist in the locality.

It is therefore considered that re-provision of open space and facilities is unlikely to occur if the site is brought forward for development. This position would be contrary to Development Plan policies.

In light of the above, it is considered that the site is unsuitable for the development proposed.

Availability

At the time of the assessment, Rapleys are not aware of any intentions from the landowner to sell the site within a reasonable time period.

Conclusions

For the reasons set out above, the site is not considered to be suitable or reasonably available.

Town Centre Health Checks



FALLOWFIELD DISTRICT CENTRE
October 2023 Update

This Health Check Assessment provides an audit of the vitality and viability of Rickmansworth Town Centre. It is based on the key Health Check Indicators Assessment set out in the Planning Practice Guidance [Town Centres and Retail] (PPG) (Para 006, Ref: 2b-006-20190722). Whilst these are not explicitly referenced in the NPPF, the practice guidance on impact and the sequential approach continues to apply.

The PPG advises that the likely impact of new development needs to be examined against the current vitality and viability of existing centres based on a series of key indicators, and that the Health Check Assessment criteria continue to be applied as best practice.

The adopted Development Plan for Manchester City Council consists of the Core Strategy 2012-2027 adopted in July 2012. The detailed boundary of the centre can be found on the Local Plan Policy Map, which supports the Local Plan.

INTRODUCTION

Fallowfield District Centre is located approximately 900m west of the application site. The centre is linear in formation.

DIVERSITY OF USES

Table 1 below highlights the composition of the District Centre, as assessed by Rapleys, following updates by Rapleys in October 2023.

Table 1. Diversity of Uses within Fallowfield District Centre.		
Category	Number of Units	%
Convenience	3	4%
Comparison	2	3%
Retail Services	10	14%
Leisure Services	34	48%
Financial and Business Services	8	11%
Other	3	4%
Vacant	11	15%
Total	71	100%

Source: Based on Rapleys’ desktop review and EGi Radius information.

The vitality and viability of centres depend to a large extent on the quality and variety of retailers represented, with national retailers considered particularly important to attract shoppers. At the same time, independent shops play an important role in distinguishing a centre from its competitors.

Fallowfield District Centre accommodates town centre uses such as bars and restaurants, barber shops, estate agents and pharmacy. There are also convenience units within the centre.

PROPORTION OF VACANCY STREET LEVEL PROPERTY

Table 1 above indicates that at the time of visit, the centre had a vacancy rate of 15%, which is above the national average of 13.9% (British Retail Consortium, July 2023). Most of the vacant units are small units and spread out across the entirety of the centre. Accordingly, most of these units by virtue of their size and location from each other, cannot reasonably accommodate the development proposed.

RETAILER REPRESENTATION AND INTENTIONS TO CHANGE REPRESENTATION

In terms of convenience retailers, the centre is anchored by a Sainsbury's foodstore, and a number of supporting local convenience retailers. The centre has a limited number of comparison retailers, whilst 48% of all units are for leisure uses (i.e., cafes, restaurants, takeaways, gyms). It is considered that the centre primarily functions as a leisure services destination, as opposed to a retail lead centre.

ACCESSIBILITY

Fallowfield District Centre is highly accessible, and it is considered that the network of pavements and crossings that serves the area is of good standard with crossings across busy roads. The centre also benefits from good accessibility via public transport. There are a number of bus stops in both directions with frequent services to Manchester, Manchester Airport, and Didsbury.

PRECEPTION OF SAFETY AND OCCURANCE OF CRIME

At the time of this review there was no up to date information from the Police.uk Crime Map.

STATE OF THE CENTRE AND ENVIRONMENTAL QUALITY

A virtual tour of Fallowfield District Centre, using Google Street View, showed that the area is free from litter, the shopfronts, roads and pavements are well maintained, there is sufficient street lighting throughout the centre, and there is no evidence of graffiti in the area.

CONCLUSION

In terms of the assessment criteria, Fallowfield District Centre presents higher than average vacant units but has a good mix of retail uses, given this, it is considered that the vitality and viability of the centre is good. The centre benefits a good range of retail provision, from good accessibility, well-maintained streets, no graffiti and good street lighting. Given the above assessment, it is considered that Fallowfield District Centre is in very good health.

LEVENSHULME DISTRICT CENTRE
October 2023 Update

The adopted Development Plan for Manchester City Council consists of the Core Strategy 2012-2027 adopted in July 2012. The detailed boundary of the centre can be found on the Local Plan Policy Map, which supports the Local Plan.

INTRODUCTION

Levenshulme District Centre is located approximately 1km north east of the application site. The centre is linear in formation.

DIVERSITY OF USES

Table 1 below highlights the composition of the District Centre, as assessed by Rapleys, following updates by Rapleys in October 2023.

Table 1. Diversity of Uses within Levenshulme District Centre		
Category	Number of Units	%
Convenience	28	9%
Comparison	52	18%
Retail Services	90	30%
Leisure Services	58	20%
Financial and Business Services	26	9%
Other	13	4%
Vacant	29	10%
Total	296	100%

Source: Based on Rapleys’ desktop review and EGi Radius information.

The vitality and viability of centres depend to a large extent on the quality and variety of retailers represented, with national retailers considered particularly important to attract shoppers. At the same time, independent shops play an important role in distinguishing a centre from its competitors.

Levenshulme District Centre accommodates town centre uses including restaurants and takeaways, hairdressers, opticians, estate agent, and public houses. There are also convenience units within the centre.

PROPORTION OF VACANCY STREET LEVEL PROPERTY

Table 1 above indicates that at the time of visit, the centre had a vacancy rate of 10%, which is below the national average of 13.9% (British Retail Consortium, July 2023). Most of the vacant units are small units and spread out across the entirety of the centre. Accordingly, most of these units by virtue of their size and location from each other, cannot reasonably accommodate the development proposed.

RETAILER REPRESENTATION AND INTENTIONS TO CHANGE REPRESENTATION

The convenience offerings identified include a number of independent convenience retailers in addition to ASDA, Best One, Iceland, and Tesco Metro.

ACCESSIBILITY

Levenshulme District Centre is highly accessible and it is considered that the network of pavements and crossings that serves the area is of good standard with crossings across busy roads. The centre also benefits from good accessibility via public transport. There are a number of bus stops in both directions with frequent services to Hazel Grove, Stockport, Gorton, and Manchester. Levenshulme also benefits from a railway station with services including to Manchester Piccadilly, Blackpool north, Buxton, Hazel Grove, and Alderley Edge.

PRECEPTION OF SAFETY AND OCCURANCE OF CRIME

At the time of this review there was no up to date information from the Police.uk Crime Map. However, the centre appears to offer a safe environment with well-lit pavements and unobstructed pedestrian paths through the centre.

STATE OF THE CENTRE AND ENVIRONMENTAL QUALITY

A virtual tour of Levenshulme District Centre, using Google Street View, showed that the area is free from litter, the shopfronts, roads and pavements are well maintained, and there is sufficient street lighting throughout the centre.

CONCLUSION

In terms of the assessment criteria Levenshulme District Centre presents higher than average vacant units but has a good mix of retail uses, given this it is considered that the vitality and viability of the centre is good. The centre benefits from good accessibility, well-maintained streets, and good street lighting. Given the above assessment, it is considered that Levenshulme District Centre is in very good health.

WITHINGTON DISTRICT CENTRE
October 2023 Update

The adopted Development Plan for Manchester City Council consists of the Core Strategy 2012-2027 adopted in July 2012. The detailed boundary of the centre can be found on the Local Plan Policy Map, which supports the Local Plan.

INTRODUCTION

Withington District Centre is located approximately 1.8km south west of the application site. This centre is linear in formation.

DIVERSITY OF USES

Table 1 below highlights the composition of the District Centre, as assessed by Rapleys, following updates by Rapleys in October 2023.

Table 1. Diversity of Uses within Withington District Centre		
Category	Number of Units	%
Convenience	15	11%
Comparison	20	15%
Retail Services	43	32%
Leisure Services	34	25%
Financial and Business Services	10	7%
Other	2	1%
Vacant	12	9%
Total	136	100%

Source: Based on Rapleys’ desktop review and EGi Radius information.

The vitality and viability of centres depend to a large extent on the quality and variety of retailers represented, with national retailers considered particularly important to attract shoppers. At the same time, independent shops play an important role in distinguishing a centre from its competitors.

Withington District Centre accommodates town centre uses including hairdressers, beauty salon, estate agent, off-license, optician, solicitors, restaurant and takeaways. There are also convenience units within the centre.

PROPORTION OF VACANCY STREET LEVEL PROPERTY

Table 1 above indicates that at the time of visit, the centre had a vacancy rate of 9%, which is below the national average of 13.9% (British Retail Consortium, July 2023).

RETAILER REPRESENTATION AND INTENTIONS TO CHANGE REPRESENTATION

The convenience offerings identified are the existing Co-op, Sainsbury’s Local and a number of independent convenience stores and a Post Office.

At the time of writing, Rapleys are not aware of any floorspace requirements from national multiple retailers within Reddish District Centre.

ACCESSIBILITY

Withington District Centre is highly accessible and it is considered that the network of pavements and crossings that serves the area is of good standard with crossings across busy roads. The centre also benefits from good accessibility via public transport. There are frequent bus services to Didsbury, Reddish, Stockport, Middleton, and Manchester. Cycle lanes are marked in both directions.

PRECEPTION OF SAFETY AND OCCURANCE OF CRIME

At the time of this review there was no up to date information from the Police.uk Crime Map. However, the centre appears to offer a safe environment with well-lit pavements and unobstructed pedestrian paths through the centre.

STATE OF THE CENTRE AND ENVIRONMENTAL QUALITY

A virtual tour of Withington District Centre, using Google Street View, showed that the area is free from litter, the shopfronts, roads and pavements are well maintained, and there is sufficient street lighting throughout the centre.

CONCLUSION

Withington District Centre has a good range of retail provision and below average vacancy rates. The centre is highly accessible and it is considered that the network of pavements and crossings that serves the area is of good standard with crossings across busy roads. The centre also benefits from good accessibility via public transport. There are frequent bus services to Didsbury, Reddish, Stockport, Middleton, and Manchester. Cycle lanes are marked in both directions. On this basis, it is considered that Withington District Centre is in good health.

RUSHOLME DISTRICT CENTRE October 2023 Update

The adopted Development Plan for Manchester City Council consists of the Core Strategy 2012-2027 adopted in July 2012. The detailed boundary of the centre can be found on the Local Plan Policy Map, which supports the Local Plan.

INTRODUCTION

Rusholme District centre is located approximately 1.9km north west of the application site. The District Centre is linear in formation.

DIVERSITY OF USES

Table 1 below highlights the composition of the District Centre, as assessed by Rapleys, following updates by Rapleys in October 2023.

Table 1. Diversity of Uses within Rusholme District Centre		
Category	Number of Units	%
Convenience	20	10%
Comparison	41	20%
Retail Services	36	17%
Leisure Services	82	40%
Financial and Business Services	11	5%
Other	2	1%
Vacant	15	7%
Total	207	100%

Source: Based on Rapleys' desktop update and EGi Radius information.

The vitality and viability of centres depend to a large extent on the quality and variety of retailers represented, with national retailers considered particularly important to attract shoppers. At the same time, independent shops play an important role in distinguishing a centre from its competitors.

Rusholme District Centre accommodates town centre uses such as restaurants and takeaways, pharmacy, betting office, travel agents. There are also convenience units within the centre.

PROPORTION OF VACANT STREET LEVEL PROPERTY

Table 1 above indicates a vacancy rate of 7% (15 units), which is below the UK national average of 13.9% (Source: British Retail Consortium, July 2023).

RETAILER REPRESENTATION AND INTENTIONS TO CHANGE REPRESENTATION

The convenience offerings identified include a number of independent convenience retailers in addition to Lidl, Nisa Local, Londis, and Tesco Express.

ACCESSIBILITY

This centre benefits from wide pavements in front of the retail units, connecting the centre with the locality, the centre does include controlled crossing points. The centre also benefits from good accessibility via public

transport. There are a number of bus stops in both directions with frequent services to Manchester, Manchester Airport, and Didsbury. Separate dedicated cycle lines are provided in both directions.

PERCEPTION OF SAFETY AND OCCURANCE OF CRIME

The centre falls within the Great Manchester Constabulary area. At the time of this review there was no up to date information from the Police.uk Crime Map. However, the centre appears to offer a safe environment with well-lit pavements and unobstructed pedestrian paths through the centre.

STATE OF THE CENTRE ENVIRONMENTAL QUALITY

A virtual tour of Rusholme District Centre, using Google Street View, showed that the area is free from litter, the shopfronts, roads and pavements are well maintained, there is sufficient street lighting throughout the centre, and there is no evidence of graffiti in the area.

CONCLUSION

In terms of the assessment criteria Rusholme District Centre presents below average vacant units and has a good mix of retail uses, given this it is considered that the vitality and viability of the centre is good. The centre benefits from good accessibility, well-maintained streets, no graffiti and good street lighting. Given the above assessment, it is considered that Rusholme District Centre is in very good health.

LONGSIGHT DISTRICT CENTRE October 2023 Update

The adopted Development Plan for Manchester City Council consists of the Core Strategy 2012-2027 adopted in July 2012. The detailed boundary of the centre can be found on the Local Plan Policy Map, which supports the Local Plan.

INTRODUCTION

Longsight District centre is located approximately 1.6km north of the application site. The centre is linear in formation.

DIVERSITY OF USES

Table 1 below highlights the composition of units within the centre, as assessed by Rapleys.

Table 1. Diversity of Uses within Longsight District Centre		
Category	Number of Units	%
Convenience	14	12%
Comparison	44	39%
Retail Services	25	22%
Leisure Services	19	17%
Financial and Business Services	6	5%
Vacant	1	1%
Other	5	4%
Total	114	100%

Source: Based on Rapleys' desktop review and EGi Radius information.

The vitality and viability of centres depend to a large extent on the quality and variety of retailers represented, with national retailers considered particularly important to attract shoppers. At the same time, independent shops play an important role in distinguishing a centre from its competitors.

Longsight District Centre accommodates town centre uses including hairdressers, takeaway, chemist, betting shops, optician, Post Office. There are also convenience units within the centre.

PROPORTION OF VACANT STREET LEVEL PROPERTY

The vacancy rate is identified as 1% (1 unit) from Rapleys survey, is much lower than the national average of 13.9% (Source: British Retail Consortium, July 2023).

RETAILER REPRESENTATION AND INTENTIONS TO CHANGE REPRESENTATION

The convenience offerings identified include a number of independent convenience retailers in addition to Lidl, Farmfoods, and ASDA.

ACCESSIBILITY

Longsight District Centre is highly accessible and it is considered that the network of pavements and crossings that serves the area is of good standard with crossings across busy roads. The centre also benefits from good accessibility via public transport. There are frequent bus services to Manchester, Stockport, and Hazel Grove.

PERCEPTION OF SAFETY AND OCCURANCE OF CRIME

The centre falls within the Great Manchester Constabulary area. At the time of this review there was no up to date information from the Police.uk Crime Map. However, the centre appears to offer a safe environment with well-lit pavements and unobstructed pedestrian paths through the centre.

STATE OF THE CENTRE ENVIRONMENTAL QUALITY

Aa virtual tour of Longsight District Centre, using Google Street View, showed that the area is free from litter, the shopfronts, roads and pavements are well maintained, and there is sufficient street lighting throughout the centre.

CONCLUSION

In terms of the assessment criteria Longsight District Centre presents lower than average vacant units and has a good mix of retail uses, given this, it is considered that the vitality and viability of the centre is good. The centre benefits from good accessibility, well-maintained streets, and good street lighting. Given the above assessment, it is considered that Longsight District Centre is in very good health.

FALLOWFIELD TRIANGLE LOCAL CENTRE
October 2023 Update

The adopted Development Plan for Manchester City Council consists of the Core Strategy 2012-2027 adopted in July 2012. The detailed boundary of the centre can be found on the Local Plan Policy Map, which supports the Local Plan.

INTRODUCTION

Fallowfield Triangle Local Centre is located approximately 2.25km north west of the application site.

DIVERSITY OF USES

Table 1 below highlights the composition of units within the centre, as assessed by Rapleys.

Table 1. Diversity of Uses within Fallowfield Triangle Local Centre		
Category	Number of Units	%
Convenience	6	15%
Comparison	6	15%
Retail Services	12	30%
Leisure Services	11	28%
Financial and Business Services	2	5%
Other	1	3%
Vacant	2	5%
Total	40	100%

Source: Based on Rapleys’ Health Check Survey and EGi Radius information.

The vitality and viability of centres depend to a large extent on the quality and variety of retailers represented, with national retailers considered particularly important to attract shoppers. At the same time, independent shops play an important role in distinguishing a centre from its competitors.

Fallowfield Triangle Local Centre accommodates town centre uses such as takeaways, pharmacy, betting office, and estate agents. There are also convenience units within the centre.

PROPORTION OF VACANT STREET LEVEL PROPERTY

The vacancy rate is identified as 5% (2 units) is, significantly lower than the national average of 13.9% (Source: British Retail Consortium, July 2023).

RETAILER REPRESENTATION AND INTENTIONS TO CHANGE REPRESENTATION

The convenience offerings identified include a number of independent convenience retailers in addition to Aldi, Nisa Local, GoLocal Extra.

ACCESSIBILITY

Fallowfield Triangle Local Centre is highly accessible, and it is considered that the network of pavements and crossings that serves the area is of good standard with crossings across busy roads. The centre also benefits from good accessibility via public transport. There are a number of bus stops in both directions with frequent services to Piccadilly Gardens and Moss Side.

PERCEPTION OF SAFETY AND OCCURANCE OF CRIME

The centre falls within the Great Manchester Constabulary area. At the time of this review there was no up to date information from the Police.uk Crime Map. However, the centre appears to offer a safe environment with well-lit pavements and unobstructed pedestrian paths through the centre.

STATE OF THE CENTRE ENVIRONMENTAL QUALITY

Fallowfield Triangle Local Centre, using Google Street View, showed that the area is free from litter, the shopfronts, roads and pavements are generally well maintained, there is sufficient street lighting throughout the centre, and there is no evidence of graffiti in the area.

CONCLUSION

In terms of the assessment criteria Fallowfield Triangle Local Centre presents below average vacant units and has a good mix of retail uses, given this it is considered that the vitality and viability of the centre is good. The centre benefits from good accessibility, well-maintained streets, no graffiti and good street lighting. Given the above assessment, it is considered that Fallowfield Triangle Local Centre is in very good health.

LADYBARN LOCAL CENTRE October 2023 Update

The adopted Development Plan for Manchester City Council consists of the Core Strategy 2012-2027 adopted in July 2012.

INTRODUCTION

Ladybarn Local Centre is located approximately 1km south west of the application site.

DIVERSITY OF USES

Table 1 below highlights the composition of units within the centre, as assessed by Rapleys.

Table 1. Diversity of Uses within Ladybarn Local Centre		
Category	Number of Units	%
Convenience	7	27%
Comparison	1	8%
Retail Services	6	23%
Leisure Services	8	31%
Financial and Business Services	0	0%
Other	1	4%
Vacant	2	8%
Total	26	100%

Source: Based on Rapleys' desktop update and EGi Radius information.

The vitality and viability of centres depend to a large extent on the quality and variety of retailers represented, with national retailers considered particularly important to attract shoppers. At the same time, independent shops play an important role in distinguishing a centre from its competitors.

Ladybarn Local Centre accommodates town centre uses such as an estate agent, convenience store, and Medical Centre.

PROPORTION OF VACANT STREET LEVEL PROPERTY

Rapleys Health Check Assessment identified a vacancy rate of 8% (2 unit), which is below the UK national average of 13.9% (Source: British Retail Consortium, July 2023).

RETAILER REPRESENTATION AND INTENTIONS TO CHANGE REPRESENTATION

The convenience offerings identified include independent convenience retailers, in addition to Co-op and GoLocal.

ACCESSIBILITY

Ladybarn Local Centre benefits from good accessibility via public transport. There are a number of bus stops in both directions with frequent services to The Trafford Centre, Stockport, Openshaw, and Gorton. Mauldeth Road Railway Station is also located to the south of the Local Centre.

PERCEPTION OF SAFETY AND OCCURANCE OF CRIME

The centre falls within the Great Manchester Constabulary area. At the time of this review there was no up to date information from the Police.uk Crime Map. However, the centre appears to offer a safe environment with well-lit pavements and unobstructed pedestrian paths through the centre.

STATE OF THE CENTRE AND ENVIRONMENTAL QUALITY

Ladybarn Local Centre, using Google Street View, showed that the area is free from litter, the shopfronts, roads and pavements are generally well maintained, there is sufficient street lighting throughout the centre, and there is no evidence of graffiti in the area.

CONCLUSION

In terms of the assessment criteria, Ladybarn Local Centre presents below average vacant units and has a good mix of retail uses, given this it is considered that the vitality and viability of the centre is good. The centre benefits from good accessibility, well-maintained streets, no graffiti and good street lighting. Given the above assessment, it is considered that Ladybarn Local Centre is in very good health.

Trade Draw & Impact Assessment Tables



Table 1A - Benchmark Turnover - Permitted vs Proposed Foodstore

	Permitted Store Net Sales Area (sq.m)	Proposed Store Net Sales Area (sq.m)	Difference (Uplift) in Sales Area (sq.m)	Benchmark Turnover (£/sq.m)	Permitted Store Sales 2024 (£m)	Permitted Store Sales 2029 (£m)	Proposed Store Sales 2024 (£m)	Proposed Store Sales 2029 (£m)	Difference (Uplift) in Sales 2024 (£m)	Difference (Uplift) in Sales 2029 (£m)
Convenience	1,098	1,214	116	£10,680	£11.42	£11.51	£12.63	£12.73	£1.21	£1.22
Comparison	274	304	30	£2,324	£0.61	£0.69	£0.68	£0.76	£0.07	£0.08
Total	1,372	1,518	146		£12.03	£12.20	£13.31	£13.49	£1.27	£1.29

Assumptions Regarding Sales Density Growth Rate

			2022	2023	2024	2025	2026	2027	2028	2029
Convenience Growth Rate (%)				-2.5%	-0.1%	0.0%	0.2%	0.2%	0.2%	0.2%
Comparison Growth Rate (%)				-1.2%	-2.6%	1.5%	2.6%	2.6%	2.6%	2.6%

Notes

Benchmark Turnover - Sourced from GlobalData (December 2023). Price Base Adjusted from 2023e to 2022. Experian Retail Planner Briefing Note 21 (February 2024) - Appendix 4b
Adjusted for Density Growth - Experian Retail Planner Briefing Note 21 (February 2024) - Figure 4a & 4b
Assessment years: Base year - 2024. Design year - 2029

Table 1B - Indicative Benchmark Turnover - Permitted vs Proposed Retail Unit(s)

	Permitted Retail Unit	Proposed Retail Unit	Difference (sq.m / £m)
Indicative Net Sales Area (sq.m)	96	190	94
2024 Sales (£m)	£0.47	£0.93	£0.46
2029 Sales (£m)	£0.53	£1.04	£0.51

Notes

Assumes 100% of proposed GIA could cone forward as sales floorspace.
Assumed sales density of £5,000 per sq.m (@2022)
Adjusted for Density Growth - Experian Retail Planner Briefing Note 21 (February 2024) - Figure 4a & 4b. Assumed comparsion goods growth as it represents worst case growth pattern.

Table 1C - Total Turnover - Permitted vs Proposed Units

	2024		2029	
	Permitted	Proposed	Permitted	Proposed
Foodstore Convenience Goods	£11.42	£12.97	£11.51	£12.73
Foodstore Comparison Goods	£0.61	£0.71	£0.69	£0.76
Proposed Units	£0.47	£0.93	£0.53	£1.04
Total Benchmarked Turnover	£12.50	£14.60	£12.73	£14.54
Difference		£2.09		£1.81

Table 2a: Population

	2022	2023	2024	2025	2026	2027	2028	2029
5-Minute Off-Peak Drivetime	64,162	62,913	63,222	63,533	63,900	64,319	64,693	65,046

Notes

Population Figures Provided by Experian October 2023.

Table 2b: Convenience Expenditure Per Capita

	2022	2023	2024	2025	2026	2027	2028	2029
Convenience Goods								
Expenditure (£) (with SFT)	£2,095	£2,032	£2,022	£2,018	£2,018	£2,018	£2,018	£2,018
Expenditure (£) (minus SFT)	£1,992	£1,937	£1,917	£1,905	£1,901	£1,897	£1,893	£1,891
SFT Expenditure (£)	£103	£96	£105	£113	£117	£121	£125	£127
Comparison Goods	2022	2023	2024	2025	2026	2027	2028	2029
Expenditure (£) (with SFT)	£3,021	£2,921	£2,886	£2,964	£3,056	£3,151	£3,248	£3,349
Expenditure (£) (minus SFT)	£2,308	£2,255	£2,185	£2,208	£2,261	£2,316	£2,371	£2,432
SFT Expenditure (£)	£713	£666	£701	£756	£795	£835	£877	£918

Assumptions Regarding Available Expenditure on Convenience Goods

Year	2022	2023	2024	2025	2026	2027	2028	2029
Growth in Expenditure (%)		-3.00%	-0.50%	-0.20%	0.00%	0.00%	0.00%	0.00%
Non store spend (SFT) (%)	4.90%	4.70%	5.20%	5.60%	5.80%	6.00%	6.20%	6.30%

Assumptions Regarding Available Expenditure on Comparison Goods

Year	2022	2023	2024	2025	2026	2027	2028	2029
Growth in Expenditure (%)		-3.30%	-1.20%	2.70%	3.10%	3.10%	3.10%	3.10%
Non store spend (SFT) (%)	23.60%	22.80%	24.30%	25.50%	26.00%	26.50%	27.00%	27.40%

Notes

2022 Price Base Year Convenience Expenditure - Experian Micromarketer (March 2024)

Growth Rates - Experian Retail Planner Briefing Note 21 (February 2024) - Figure 1a

Special Forms of Trading (SFT) - Experian Retail Planner Briefing Note 21 (February 2024) - Appendix 3

Table 3a: Total Available Convenience Goods Expenditure (£m)

	2024	2025	2026	2027	2028	2029
With SFT (£m)	£127.83	£128.21	£128.95	£129.79	£130.55	£131.26
Excluding SFT (£m)	£121.19	£121.03	£121.47	£122.00	£122.45	£122.99
Difference (£m)	£6.65	£7.18	£7.48	£7.79	£8.09	£8.27

Table 3b: Total Available Comparison Goods Expenditure (£m)

	2024	2025	2026	2027	2028	2029
With SFT (£m)	£182.47	£188.32	£195.28	£202.66	£210.15	£217.85
Excluding SFT (£m)	£138.13	£140.30	£144.51	£148.95	£153.41	£158.16
Difference (£m)	£44.34	£48.02	£50.77	£53.70	£56.74	£59.69

Notes

Sourced from Tables 2

Table 5A: Turnover of Permitted Convenience Floorspace Compared to Available Expenditure within Catchment

	2024	2029
Catchment Area Available Expenditure (£m)	£121.19	£122.99
Convenience Turnover of the Permitted Store (£m)	£11.42	£11.51
Percentage of Total Available Convenience Expenditure (%)	9.43%	9.36%
Expenditure Remaining (£m)	£109.76	£111.48

Table 5B: Turnover of Permitted Comparison Floorspace Compared to Available Expenditure within Catchment

	2024	2029
Catchment Area Available Expenditure (£m)	£138.13	£158.16
Comparison Turnover of the Permitted Units (£m)	£1.08	£1.22
Percentage of Total Available Comparson Expenditure (%)	0.78%	0.77%
Expenditure Remaining (£m)	£137.05	£156.94

Table 5C: Turnover of Permitted Floorspace Compared to Available Expenditure within Catchment

	2024	2029
Catchment Area Available Expenditure (£m)	£259.32	£281.15
Total Turnover of Permitted Uses (£m)	£12.50	£12.73
Percentage of Total Available Expenditure (%)	4.82%	4.53%
Expenditure Remaining (£m)	£246.82	£268.42

Table 5A: Turnover of Proposed Convenience Floorspace Compared to Available Expenditure within Catchment

	2024	2029
Catchment Area Available Expenditure (£m)	£121.19	£122.99
Convenience Turnover of the Proposed Store (£m)	£12.97	£12.73
Percentage of Total Available Convenience Expenditure (%)	10.70%	10.35%
Expenditure Remaining (£m)	£108.22	£110.26

Table 5B: Turnover of Proposed Comparison Floorspace Compared to Available Expenditure within Catchment

	2024	2029
Catchment Area Available Expenditure (£m)	£138.13	£158.16
Comparison Turnover of the Proposed Units (£m)	£1.63	£1.81
Percentage of Total Available Comparison Expenditure (%)	1.18%	1.14%
Expenditure Remaining (£m)	£136.50	£156.35

Table 5C: Turnover of Proposed Floorspace Compared to Available Expenditure within Catchment

	2024	2029
Catchment Area Available Expenditure (£m)	£259.32	£281.15
Total Turnover of Proposed Uses (£m)	£14.60	£14.54
Percentage of Total Available Expenditure (%)	5.63%	5.17%
Expenditure Remaining (£m)	£244.72	£266.61



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